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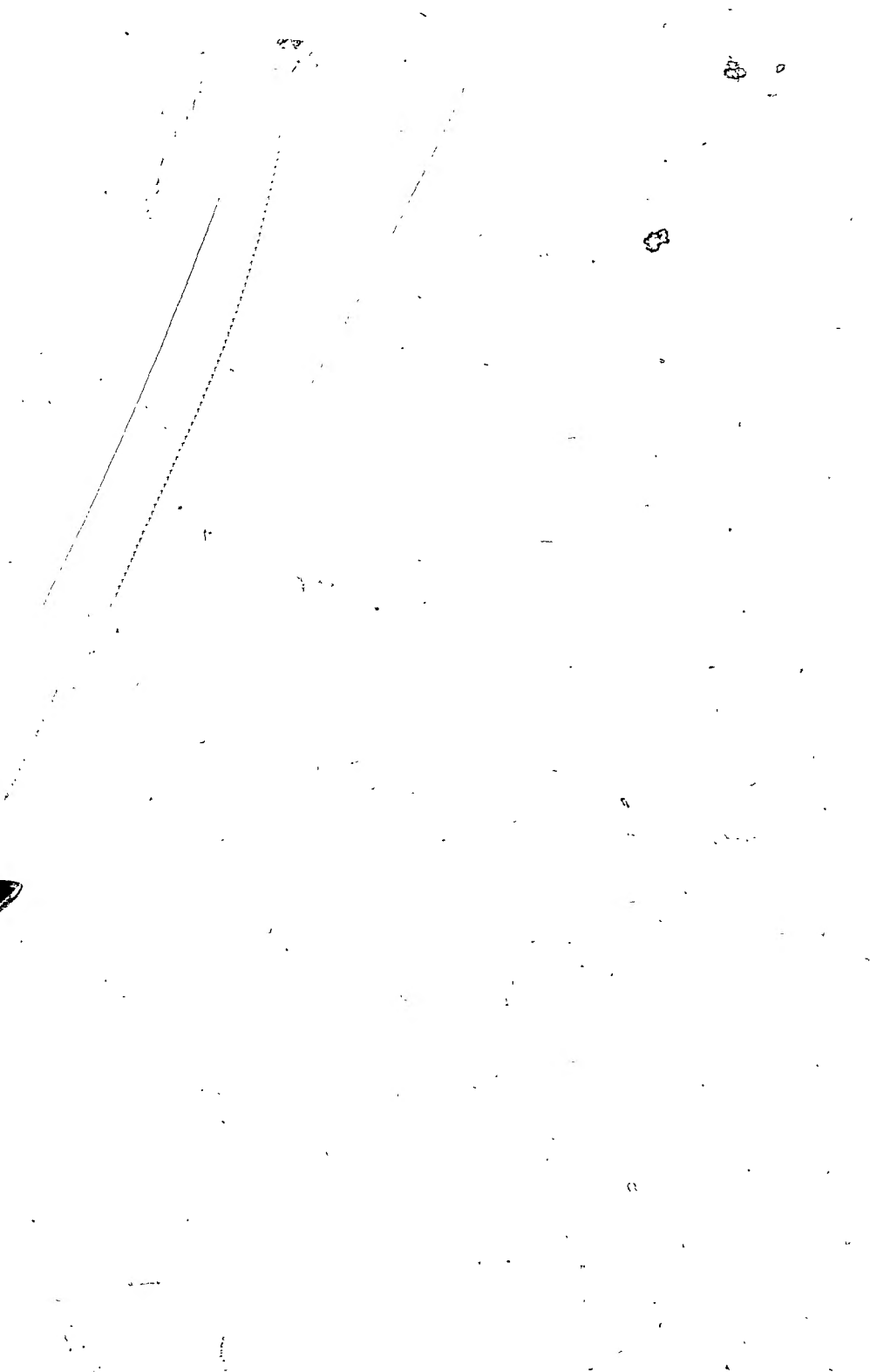
What
Famous
Correspondents
Say
About
Western
Canada

(1959)

Western Canadian
Immigration Association

223 New York Life Building
Minneapolis, Minn.

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A Good Advertising Pamphlet

Copies of this booklet for general distribution will be furnished to our members, if desired, with the name and advertisement of the firm or company, at the nominal rate of five cents a copy and postage or express. In such copies the accompanying preface relating to the number of publications, amount of space, etc, will be omitted. Individual advertisements will be inserted on the pages occupied by this matter or elsewhere. Send your orders to

Western Canadian Immigration Association

223 N. Y. Life Building

Theo. M. Knappen, Sec'y Minneapolis, Minn.



The Men Who Wrote What Follows:

Harris M. Crist, Brooklyn Eagle.

Edward B. Clark, Chicago Evening Post.

Thomas F. Dawson, Associated Press.

Arthur J. Dodge, Milwaukee Sentinel, St. Paul Pioneer Press.

Arthur W. Dunn, Associated Press.

Richard Lee Fearn, New York Tribune.

Gilson Gardner, Newspaper Enterprise Association.

Henry Hall, Pittsburg Times.

James R. Henry, Philadelphia Press.

James P. Hornaday, Indianapolis News.

W. W. Jermaine, Minneapolis Journal, Seattle Times.

N. O. Messenger, Washington Star.

Robert Lincoln O'Brien, Boston Transcript.

Reginald Schroeder, New York Staats-Zeitung.

John S. Shriver, Cincinnati Times-Star, Baltimore American.

John Snure, New York Globe, Des Moines Register & Leader.

Edgar C. Snyder, Omaha Bee, Denver Post.

Jackson Tinker, New York Press, Public Opinion.

C. Arthur Williams, Houston Post.

Richard Lloyd Jones, Collier's Magazine, New York.

Cy. Warman.

THE TOUR OF THE WASHINGTON CORRESPONDENTS

It has been impossible to distribute to our members papers containing articles written by members of the party of Washington, D. C., correspondents who toured Western Canada in the latter part of June and the first of July as the guests of this Association. In fact, it is only with great difficulty and considerable expense that the secretary has been able to make an incomplete scrap book of the articles for his records. He has reason to believe that very many publications have escaped him. He has, however, ascertained enough to know that the results of the trip have been ample.

So far as the secretary has a record of them some 270 articles have been published in about 80 different papers, well distributed over the United States. Not all of these articles are exactly what a member of this Association would have written, but the great mass of them are in the nature of an emphatic, though unpaid for, advertisement of Canada, and more especially Western Canada.

In another place there will be found a summary which reduces the results of the tour to figures, though it is, of course, neither proper nor possible to place a money value, except for purposes of illustration, on articles written and published as these were. The truth is they simply could not be bought.

At the same time, as the tour cost the Association about \$4,000, it helps some to have it so clearly shown that our hospitality was not unrewarded.

It is hoped that the fifty odd fragments of articles which follow, will give our members something of an idea of the degree of publicity attained through the medium of some 270 altogether. Many more articles will subsequently be printed. But the greatest benefit of the trip, perhaps, will be in the education it afforded a score of leading American journalists. The effects of this schooling will be seen in their work for years to come and will ramify far and wide.

A great many of the articles were profusely and handsomely illustrated. Page and half-page articles are not uncommon in the list. The total space occupied, as shown by actual measurement of the clipped articles, is the equivalent of forty-five solid newspaper pages or a book of about 500,000 words.

Returns are now coming in from the Agricultural Editors' excursion, and they show that the publicity resulting from that tour will be very satisfactory.

SUMMARY OF PUBLICITY RESULTING FROM THE TOUR OF THE WASHINGTON CORRESPONDENTS

PUBLICATION	No. Articles	Space Lines	Rate	Cost If Paid For	Circulation
Albany (N. Y.) Journal	1	91	\$1.00 per line	\$ 91.00	18,000
Albany (N. Y.) Times-Union	1	315	1.00 " "	315.00	30,000
Ansonia (Conn.) Sentinel	1	318	.13 1-3 " "	42.40	5,000
Akron (Ohio) Press	3	525	.20 " "	105.00	10,000
Baltimore American	3	3360	.20 " "	672.00	56,000
Boston Transcript	12	3440	1.50 " "	5160.00	26,000
Buffalo Times	2	966	1.00 " "	966.00	48,000
Brooklyn Citizen	5	1211	.75 " "	908.25	25,000
Boston Advertiser	1	.98	1.00 " "	98.00	30,000
Brooklyn Eagle	7	2520	.40 " "	1018.00	65,000
Bridgeport (Conn.) Post	4	948	.40 " "	379.20	10,300
Charleston (S. C.) News-Courier ..	1	252	1.00 " "	252.00	8,000
Chattanooga (Tenn.) Times	2	1050	.75 " "	787.00	17,000
Chicago Inter-Ocean	1	126	.30 " "	47.80	40,000
Chicago Journal	9	1778	1.00 " "	1773.00	40,000
Chicago Chronicle	1	560	1.00 " "	500.00	60,000
Cleveland Press	1	301	.60 " "	180.60	142,000
Covington (Ky.) Post	7	1876	.22 " "	412.72	13,000

PUBLICATION	No. Articles	Space Lines	Rate	Cost If Paid For	Circulation
Columbus (Ohio) Citizen	1	210	\$.60 per line	\$ 126.00	17,000
Cincinnati Post	4	1057	.60 " "	634.00	155,000
Cincinnati Times-Star	3	679	1.00 " "	679.00	146,000
Dayton (Ohio) Herald	1	210	.25 " "	52.50	13,000
Denver Post	1	1960	1.00 " "	1960.00	61,000
Des Moines Daily News	3	777	.75 " "	572.75	42,000
Des Moines Register and Leader ..	7	1595	.50 " "	797.50	32,000
Danville (Ill.) Com. News	3	1050	.10 " "	105.00	7,000
Ft. Worth Telegram	3	749	.20 " "	149.80	8,000
Ft. Wayne News	1	162	.40 " "	64.80	7,000
Grand Rapids (Mich.) Herald	1	210	.50 " "	105.00	26,000
Grand Rapids (Mich.) Press	2	574	.25 " "	102.50	44,000
Houston Post	10	2425	.25 " "	606.25	20,000
Indianapolis News	16	4592	.50 " "	2296.00	73,000
Indianapolis Sun	5	1449	.50 " "	724.00	15,000
Kansas City World	6	1701	.50 " "	850.50	61,000
Kansas City Journal	1	1012	1.00 " "	10.92	63,000
Lebanon (Pa) Report	1	224	.10 " "	22.40	3,700
Logansport (Ind.) Reporter	2	581	.10 " "	58.10	3,000
Los Angeles Record	4	1029	.20 " "	201.80	21,000
Milwaukee Journal	4	875	1.00 " "	875.00	39,000
Minneapolis News	7	1785	.04 " "	71.40	13,000
Mobile (Ala) Herald	1	252	.20 " "	50.40	5,000
Milwaukee Farmers' Sentinel	1	1120	.25 " "	280.00	29,000
Milwaukee Sentinel	3	2660	1.00 " "	2260.00	52,000
Minneapolis Journal	14	3234	1.00 " "	3234.00	67,000
New York Globe	2	567	1.00 " "	567.00	93,000
New York Tribune Farmer	3	732	1.00 " "	732.00	100,000
New York Tribune	2	742	2.00 " "	1484.00	75,000
New York Tribune Weekly Review	1	700	.75 " "	525.00	75,000
Omaha Bee	3	756	.40 " "	302.40	29,000
Omaha Daily News	11	2590	.05 " "	129.50	42,000
Portland (Ore.) Telegram	2	1022	.30 " "	306.60	21,000
Public Opinion (N. Y.)	2	2296	.30 " "	688.80	45,000
Pittsburg Press	2	574	.50 " "	287.00	81,000
Pittsburg Times	17	7399	1.00 " "	7399.00	62,000
Providence (R. I.) Journal	1	182	.40 " "	72.00	16,000
Railway Age	1	462	" "	115.00	3,500
Sandusky Journal	1	315	.05 " "	15.75	3,300
St. Joseph (Mo.) News-Press	2	392	1.00 " "	392.00	35,000
St. Louis Semi-Weekly Star	1	112	.50 " "	56.00	109,000
St. Louis Star Chronicle	2	658	1.00 " "	658.00	66,000
San Antonio (Tex.) Gazette					
San Francisco Call	1	120	1.50 " "	180.00	60,000
Spokane Spokesman Review	3	1089	.50 " "	544.50	21,000
Spokane Press	5	1414	.10 " "	141.40	10,000
Syracuse (N. Y.) Journal	1	252	.45 " "	113.00	13,000
San Diegon Sun	2	560	.10 " "	56.00	3,000
St. Paul News	4	1407	.30 " "	424.40	16,000
St. Paul Dispatch	5	777	.75 " "	582.75	36,000
Seattle Times	9	2975	.50 " "	1487.50	40,000
Toledo (Ohio) News-Bee	2	371	.45 " "	166.95	51,000
Tacoma News Ledger	2	1050	.50 " "	525.00	18,000
Tacoma Times	1	378	.05 " "	18.90	5,000
Winona (Minn.) Herald	1	266	.25 " inch	4.75	5,000
Twentieth Cen. Farmer (Omaha) ..	1	1792	.40 per line	716.90	45,000
Wilkesbarre Leader	1	140	.10 " "	14.00	12,000
Washington Times	1	238	.50 " "	119.00	29,000
Washington Post	2	1050	1.00 " "	1050.00	34,000
Washington Star	12	4900	.75 " "	3675.00	37,000
Youth's Companion (Boston)	1	84	6.00 " "	300.00	554,000

80 Publications

274 90,269

\$54,462.69 3,510,800

ALONG THE LINES OF THE CANADIAN PACIFIC

Western Canada, Which a Quarter of a Century Ago Consisted of Four Territories With a Very Small White Population, Now Comprises Two Provinces,
With Full Autonomy and Half
a Million People

Baltimore American, July 16.

(Special from a Staff Correspondent)

Though the country is one of vast extent, in the short time in which it has been under settlement it has been sufficiently developed by practical operations to reveal its immensity and possibilities in every quality of potential wealth. In several longitudes, as far as 800 miles from the international boundary wheat and other cereals have for years been grown successfully, establishing the fact that even in its remotest districts, where for years it is not necessary, on account of the millions of acres of free grant lands much nearer, for settlement to be made, the country will yet be the home of millions of a prosperous and contented agricultural population. Out in the Peace River country, 800 miles north of Winnipeg, though in a more westerly latitude, in the northern portion of the Province of Alberta, there have been settlements

of people for years, with their flour and lumber mills, their cattle ranches, their dairying operations and all the other evidences of advanced and progressive agriculture.

Low Taxation.

One of the terrors of the people of the older countries is taxation. In the provinces of Manitoba, Alberta and Saskatchewan, which constitute the entire Canadian west that is open for settlement, there is no taxation but as the settler imposes it on himself. On the homestead in the unorganized territory the tax collector is never seen. As people organize municipalities, however, roads and bridges have to be built and schools have to be maintained; but the government defrays much of the cost of the latter, and taxation is necessary for the former. The taxes for both purposes, however, rarely exceed \$8 a year on a quarter section (160 acres).

CANADIAN GROWTH AND WONDERFUL PROGRESS

Last Transcontinental Railroad.

Buffalo (N. Y.) Times, Sept. 3.

The strength of Sir Wilfred Laurier and the party of which he is the head was shown at the last time the people of Canada had an opportunity to pass upon who should control the government. It was proposed to build another great transcontinental railroad through Canada. For years the impression has been that the Canadian Pacific Railway was the only railroad in Canada, but the Canadian government decided that another transcontinental line farther north than the

Canadian Pacific was necessary to the development of the resources of that country, and in order to make an all-Canadian route, the government considered a proposition to build from tide water on the Atlantic to Winnipeg, and to lease the road to the Grand Trunk. But this was not all. The government proposed to guarantee the bonds of the Grand Trunk Pacific Company for the building of a road from Winnipeg to the Pacific coast. Surveys are now in progress for the construction of this great transcontinental system, and it is prob-

ably the last transcontinental road to be built.

Land Grants—Railroad Building.

The Canadian government has been unusually liberal in the matter of land grants and aiding in the building of railroads. The Canadian Pacific has enjoyed the benefits of the liberal policy in the matter of grants, but there are very few people in Canada who do not approve of what has been done in that direction. The building of railroads was necessary for the development of Canada as it has been in late years for any new country. In the development of the Philippine Islands, for example, Secretaries Taft and Root have recognized that that far-off country could not be developed successfully without railroads, and the government of the United States has taken the same view and passed legislation to aid in the construction of such roads. By land grants and guaranteeing bonds the Canadian government has insured the building of railroads through the frontier wheat growing region of Canada and developing the country that has been hitherto almost unknown. In giving attention to these domestic matters Canada has paid very little attention to foreign affairs, although seeming to understand that in strengthening her position by the railroads and first class immigration she is putting herself in a position to take a prominent part in the international affairs of the western hemisphere.

The question is often raised whether Canada is going to be able to support all the railroads that are building and are to be built into the Northwest Territory. The answer seems to be plain from the fact that the brainiest men of Canada are building these roads. The Canadian Pacific naturally is opposed to any roads in its territory, hence there was a very bitter struggle over the entrance of the Great Northern into British Columbia. But the Canadian Pacific management recognizes that other roads will be built and accepts the new conditions. Possibly these roads may be overdoing it, but from a casual observation of the country one is compelled to believe that the roads will not be in advance of profitable business, as the settlers are filling up the country, even farther than the railroads are building. Besides there are numerous branch lines being constructed, both by the Canadian Pacific and the other

lines into new territory in order that the great wheat crops can be taken to market. It is not to be supposed in this day and generation that the shrewd railroad men are taking any serious risks in building railroads. Certainly in our country they are not building roads where they do not think it will pay and it is altogether likely that the same business sagacity is being used in Canada.

Scenery of the Rockies.

* * * * *

No long-distance railroad in the world has done so much to utilize natural beauty as an asset as the Canadian Pacific. The line next to the south of it—James J. Hill's Great Northern—probably sneaks across the continent with less mountain climbing than any other American road. It is accordingly a great freight-carrier. The new line to the north of the Canadian Pacific, which is now under way, will not amount to much in scenery, because it will for the most part go around the Rock and Selkirk Ranges to the north. This particular road was built as a political necessity, as a condition for securing British Columbia's adherence to the confederation; and its projectors desired in general a route as near the American boundary as possible on the theory that all business to the north of them would come in on feeders, while that to the south they would divide with rivals. Political and economic conditions thus threw the Canadian Pacific across a stretch of mountain wilderness the like of which perhaps no other railroad on earth attempts to penetrate.

* * * * *

A larger population and greater traffic, as it comes with the years, will bring out beauties of the British Columbian wilderness which are now undiscovered. About 10,000 tourists visit this country each summer, and the railroad company has developed along its line enough highly fascinating observation points to meet their needs. Banff is right in the heart of the mountains; it is an open question which of its five sides presents the most beautiful view; the Bow river, flowing in cascades and gorges, prepares the way for walks and drives of unrivalled beauty about the hotels. But the beauty is that of the wild. Man has done little even at the few points selected for tourists to polish and perfect the work as it comes from

Nature's hand. The most beautiful places in the world are indebted not a little to the art of man in bringing their finest possibilities to view. The huge summer population of Switzerland will support inclined railroads and even a spiral tunnel within the mountain itself, which could not be expected in this new and expansive area.

ARTHUR W. DUNN.

BOOMING WEST CANADA

WINNIPEG AS IT IMPRESSES AN EASTERN VISITOR

The Boom Methods of the Canadians Are Much More Conservative Than Are Our Own—How Fort Arthur and Other Cities Have Justified the Optimists of Twenty Years Ago—The Development of the Wheat Lands of Manitoba and Farther West Demanded by Economic Necessities—A City Full of Newness and Hustle

Boston Transcript, June 30.

(Special Correspondence of the Transcript.)

The good people in this Newest West have the boom fever. They also "have the goods" to show. The person who declares that western Canada will always be as much behind Montana and Wyoming and Idaho as Prince Edward Island and New Brunswick are behind Massachusetts and Maine, betrays a lamentable ignorance of geography and topography. The eastern coast of this continent, like most eastern coasts of the world, is much colder than the western. Our Pacific Coast is warm from Sitka to lower California. The climate barrier against settlement far north of Montreal becomes of lessening obstructiveness the further west one moves. The Rocky Mountains, which account for much of the barrenness of our trans-Missouri region, have a distinct westerly trend toward the north, leaving great stretches of fertile land on the Canadian side on the same meridians which in the United States pass over mountain wastes.

Moreover the economic need of western Canada is showing itself. The United States is exporting less wheat than formerly, and the time is fast advancing when it will export none at all. Importation for the mills of Minneapolis has already become a live political issue in the west, as the

recent correspondence between Secretary Shaw and Senator Hansbrough over the rebate shows. Great areas of our West, which were once wheat-raising, have gone into corn and dairy products. Iowa was once a wheat State; it is now a corn State. Wheat is the pioneer crop; corn represents a higher stage of agriculture. The farmer who raises it is really in the cattle business, and this takes capital. The world thus needs the Canadian wheat. The railroads have decided to ship it to market, and the development of Canadian transportation systems so well described in these columns by the Transcript's Canadian correspondent, Mr. E. W. Thompson, affords a guaranty that they intend to do business.

WHY AMERICANS BRING THEIR MONEY TO CANADA

New Wheat Country Attracts Our Capitalists

EUROPEANS ARE FAR BEHIND

Great Things Done by Men "from the States"—The Story of One Investor

By Gilson Gardner

Brooklyn (N. Y.) Citizen, July 9.

WINNIPEG, Manitoba, July 8.—The largest dealer in land in the world is doubtless Fred T. Griffin, in charge of the land department of the Canadian Pacific Railroad. The company now has 11,000,000 acres of flat rich wheat land which he is engaged in putting on the market. And his most thriving trade is with people of the United States.

"The American knows what he comes here for," said Mr. Griffin. "He probably has raised wheat in Minnesota, or Iowa or Indiana, and he understands the business of farming on a large scale. He will get his gang plow and turn up anywhere from 320 to 1,000 acres, and in the first year he will probably pay for his land and machinery. I heard of a case yesterday of a man from Iowa who put about 260 acres under cultivation, took 6,000 bushels of wheat from it, and not only paid for his land and machinery, but had \$2,000 left. Now, the immigrant from the old world would never think of doing that. He is used to doing things in a smaller way, and it takes

him two or three years to see how the thing is done."

The 11,000,000 acres of land which the Canadian Pacific road is now retailing to settlers is what remains of a grant of 25,000,000 acres of land given to the road by the Canadian government nearly twenty years ago.

And now these lands have suddenly acquired a value. A short time ago a private land company bought from the railroad an even 1,000,000 acres, and in less than a year had disposed of the whole lot to people of the United States, and incidentally had cleaned up a cool million in profit. But the railroad people do not mind that. What they want is settlers along the lines of their road.

Canada's Inducements

The reason for the sudden move-

ment toward the Canadian northwest is thus stated by Mr. Griffin:

"We are offering your farmer lands at an average price of \$6 an acre, on which he can make as much profit as he can from the lands in the United States which cost him anywhere from \$40 to \$100 an acre. We have the best wheat lands in the world. We can prove to him by the official crop reports, covering a period of twenty years, that the average yield is not less than nineteen bushels to the acre, and that it is not infrequent to have a yield of 40.

"In the United States all the best farm lands are taken up. We have just as good as your best, but they have not been taken before because it was inevitable that your country south of the line should be settled up before the attention of settlers was directed to our resources.

CANADA'S ROUTE TO COST HALF THE PRICE OF THE PANAMA CANAL

Dominion Government To Own Half The Grand Trunk Pacific and Financially Back
The Other Half and Then Lease it to The Railroad Company
Length is 3,200 Miles, Every Inch Brand New

By Gilson Gardner

Brooklyn (N. Y.) Citizen, July 16.

MONTREAL, Canada, July 8.—The biggest thing in the Canadian thought at the present moment is the construction of the new Grand Trunk Pacific Railroad across the continent. Work begins in July. The engineers have practically completed their surveys, the problems of financing have been solved, and the first shovel will soon be sunk into the dirt at Fort William, on the northern shore of Lake Superior.

This point has been chosen for a beginning, because at first most of the supplies can come by water up Lake Superior to Thunder Bay. From Fort William the new road will be run northwest a distance of about 220 miles to a point about 230 miles east of Winnipeg, where a station and city is still to be created and named. Here it will join the main transcontinental line.

Taps New Wheat Belt

The new road is expected to tap the region in Western Canada into which the big stream of American im-

migration is now pouring. During the last year no less than 130,000 settlers have gone into this region, most of whom are farmers from the United States. Vice-President Hays estimates the area of the wheat belt of the Canadian northwest as 171,000,000 acres. The average yield per acre is twenty bushels for this virgin soil, which new agricultural wealth is expected to furnish plenty of traffic for the new road, when it is completed, years from now.

THE FAR NORTH

EDMONTON, Province of Alberta, Canada, July 15.—This is the extreme northerly terminal of railway travel on the American continent, 325 miles north of the north boundary of the United States. On this date the temperature was about 85 in the shade. On the whole, the climate is said to be milder all the year around than that of St. Paul, Minn.

The best wheat grown in America, according to the gold medals awarded at the last Paris Exposition, was grown at Dunvegan, 500 miles north

of Edmonton. And one learns with astonishment that two modern, electric lighted, steel roller flour mills are maintained by the Hudson Bay Company at Dunvegan. This season they shipped out to Edmonton no less than 1,000 sacks of flour, the excess of the needs of local consumption. The machinery for these mills had to be carried partly by boat up the Peace and McKenzie rivers, and partly by horses and teams several hundred miles through the wilderness. And the wheat comes to market in the same way.

In the outskirts of Edmonton itself the prize oats displayed at Paris were grown.

'Rah For the Apple

But the pride of Edmonton is Tom Daly's apple tree, about six feet high, containing a dozen little green but promising looking apples. Last fall this tree bore a single apple, its first fruitage, but it was three inches in diameter and of excellent flavor. This regarded as the forerunner of an apple which will grow in the trying climate of the Canadian Northwest.

Reciprocity With Canada Called a Fading Dream

Demand for Protection for Dominions "Infant Industries" Is Rapidly Growing

FARMERS VS. MANUFACTURERS

The Latter Watch With Jealous Eyes United States Rivals' Efforts to Break Through Tariff Fence

Brooklyn Eagle, June 6.

(Special Correspondence of the Eagle)

It is a literal fact that Canada is being built up by American dollars and American energy. Having tired of waiting for the statesmen of the two countries to agree on reciprocity, American manufacturers have taken the bull by the horns and moved their factories over the boundary line. Branch houses have been established in the Dominion by dozens of the big manufacturing firms of the United States in order to sell direct to the consumers here without the handicap of the Canadian tariff duties.

The American Locomotive Works has put up an expensive plant at Mon-

tréal, and is preparing to compete for the contracts which will soon be given by the Grand Trunk Railway for its \$150,000,000 line from Moncton on the Atlantic to Port Simpson on the Pacific, a distance of 3,200 miles. Just outside of Toronto is the Canadian branch of the International Harvester Company, and a short distance away is the plant of the Westinghouse Electric Company. American manufacturers of typewriting machines and sewing machines are doing business here, and the Gaar-Scott Threshing Machine Company, of Richmond, Ind., has just acquired an option on a large factory site at Montreal. These imported Americans have joined the Canadian manufacturers in opposing reciprocity. They believe in the protection of "infant industries," and their influence was not the least important factor in determining Canada to abandon forever the question of reciprocity with the United States. CRIST.

TRANSCONTINENTAL R. R. CANADA'S HUGE PROJECT

Stupendous System That Will Cost
\$150,000,000 and Eleven
Years of Labor

TO LINK ATLANTIC and PACIFIC

Government Will Co-operate With Grand Trunk in the Work—Premier Laurier to Break Ground August 1.

Brooklyn Eagle, July 6.

(Special Correspondence of the Eagle.)

Fort William, Ontario, Canada, July 1.—The people of the United States made a great fuss a year or two ago when they decided to invest \$200,000,000 in building the Panama Canal. Yet they pay no attention to the fact that their next door neighbors in Canada are about to spend only a trifle less in the construction of a single line of railroad, and are preparing to put additional millions into extensions of established systems; which will bring the total contemplated expenditures for railroads in the Dominion way beyond the estimated cost of the Panama Canal.

"You people in the states are provincial," say the Canadians, who resent the indifference shown toward their gigantic railway enterprise. "What goes on in Canada is really of

vast importance to the American people. A million Americans have sent friends or relatives to Canada and there are 3,000,000 Canadians in the United States. Yet the metropolitan press devotes more attention to the bath of a French countess' poodle than to the launching of a \$150,000,000 transcontinental railway project at Ottawa."

The new line, which is to connect the two oceans overland through Canada, is the Grand Trunk Pacific. This system is best known to the people of the United States through its line from Chicago to Niagara Falls and then to Montreal. Ten years ago a small number of locomotives sufficed to handle the business of the Grand Trunk; today 999 engines are required to move its traffic, and now it is to run a line across the continent to compete with the Canadian Pacific and the Canadian Northern.

Great Cities Are Expecting to Spring Up Within a Few Years.

We have implicit faith that on this site will be the future "Chicago of Canada," said one of the leading citizens of Port Arthur today. "We have the advantage of location that makes it impossible for transcontinental busi-

ness to avoid us. Rich deposits of coal and ore are near at hand, and we have an abundant water supply with facilities for developing an unlimited amount of motive power. We are staking everything on the belief that during the next two decades we will have a city here of 500,000 inhabitants, with factories and manufacturing establishments that will make us the most important commercial center in Canada."

The branch from Winnipeg to this point, a distance of some 230 miles, is in reality to be a division. During the season of navigation last year 30,000,000 bushels of grain were shipped from these ports on Thunder Bay.

The prairie section running through the wheat belt is to be completed in five years. This section of the line will extend further through the grain growing territory of the Dominion than any other transcontinental line. The area adapted to the growing of wheat in the entire Canadian Northwest is estimated at not less than 170,000,000 acres, which the promoters of the system believe furnishes ample guaranty for the success of the new road from the time the first freight cars run. The Grand Trunk Pacific Railway is to be completed within the next eleven years. CRIST.

Canada's Wheat Crops Rival Those of United States

**Farmers Across the Boundary Talk About
Raising 100,000,000 Bushels This Year,
and Hope to Be Able to Fill All the Needs of
England---A Mighty Belt, 1,200 by 400 miles**

Brooklyn Eagle, July 23.

Canada is getting to be a dangerous rival of the United States in the growing of wheat. The aim of the growers there is to furnish all the wheat needed by England. If they succeed in this they will take from the United States one of its best flour markets. Canada produced 80,000,000 bushels of prime wheat last year, and the farmers are talking about a 100,000,000 crop this year. The Dominion now sends half of her wheat to England, and this proportion will increase

as the annual production grows in volume.

The farmers of the States have reason to fear their northern neighbors in the struggle for the privilege of feeding England with its breadstuffs. The wealth of Canada lies in her almost limitless areas in the western provinces, which nature appears to have intended for the raising of wheat. Figures make dull reading, and those that must be employed in telling of Canada's resources and possibilities in this regard are so large as to make

it difficult to grasp their real meaning. Westward from the Province of Ontario there stretch the wheat fields of Canada. A person can ride for six days and still not get beyond the broad, never-ending patches of beautiful green, which will soon take on the rich golden color of ripening grain. For full 1,200 miles in the direction of the Pacific and 400 miles toward the frozen north the wheat belt extends. The wheat growing areas comprise the Province of Manitoba and the four districts of Assiniboia, Saskatchewan, Alberta and Athabaska. These territories contain 335,000,000 acres of land. It is estimated that 100,000,000 acres are fit for wheat cultivation. This statement will be understood when it is known that this area is equal to that of the states of Minnesota, the two Dakotas, Wisconsin, Illinois, Iowa, Indiana, Nebraska and two states the size of Ohio. This section is one great continuous prairie, devoid of trees, so that no clearing is necessary. The soil is rich black loam of the kind found in the best districts of Illinois and Iowa. Everything is in readiness for the pioneer. All he has to do is to turn a very thin sod with the plow and sow his wheat.

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Some of the well authenticated stories regarding the yield of wheat an acre are so astounding as to challenge belief. The average yield during fourteen years has been twenty bushels an acre, and the highest yearly average was a trifle less than twenty-eight bushels. The average wheat yield for ten years in Manitoba, which is the banner wheat section of Canada, was, according to official figures, twenty-one bushels an acre, against 14.2 for Minnesota and twelve for Kansas. In some sections of Canada fifty-five bushels an acre have been grown, and on the government experiment farms as high as sixty bushels have been produced.

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Twenty years ago Charles A. Douglass left a small town in Iowa and struck out for northwest Canada. He brought with him about \$300, with which he bought two oxen, a plow and a few supplies necessary to set him up in business on his homestead. Industry and good business management enabled him to succeed, and today he is reputed to be worth \$100,000. Dozens of similar instances may be encountered and are easily authenticated.

CRIST.

FOUNDING EMPIRE IN THE FAR NORTH

Hundreds of Car Loads of Ready Made
Houses and Settlers Dumped on Prairie
in Northwestern Canada

By Gilson Gardner

Bridgeport (Conn.) Eve. Post, July 14.

(Staff Special to the Post.)

North Battleford, Saskatchewan, Canada, July 14.—Nothing more striking or unique can be seen today on the American continent than the sight which has been presented to your correspondent today, the spectacle of a railroad so new that it has not been leveled, pioneering a country which still has homesteaders taking up the government land as the great plains of the Mississippi valley were taken up in the years following the civil war.

North Battleford is less than four weeks old. The buildings are of fresh sawed boards, and bundles of shingles do duty for steps at the entrance of the principal hotel. And yet this is a pretentious structure two stories in height, with 14 or 15 rooms, and a dining hall capable of serving a party of 40 guests with comfort.

Five weeks ago there was only the wide sweep of virgin sod, and within a quarter of a mile of the hotel I picked up the skull of a buffalo. Today town lots, which are plotted by the townsite agent of the Northern Pacific railroad, are selling for \$500 apiece.

LOYAL WEST CANADA

BRITISH RULE NOT MENACED BY
THE AMERICAN INVASION

The New Settlers Generally Find the Government Yoke an Easy One—A Great Crucible for the Welding of Races—A Serious-Minded People, but not Wholly Destitute of Sports—The Long Days of Summer, Ball Games Beginning at Seven in the Evening—The Twenty-Four Hour System on the Railroads

Boston Transcript, July 8.

(Special Correspondence of the Transcript.)

Today, the writer rode for several miles with a Mennonite from Russia

whose loyalty to King Edward VII. was of the most extravagant kind. This man, who had come from near Odessa or the Black Sea, was glad that Russia was getting whipped in the present struggle; he thought it would do the government good; he said all the Russians that he had seen here felt the same way. "As for this government," added he, "it can't be beat." This town, in fact, is a wonderful example of German thrift and industry. The party was taken to the farm of a Mennonite who came here twelve years ago, when the town started, with a pair of oxen and nothing else. As his neighbor exclaimed: "His goods, then, would not have filled half a car. Today it would take ten cars to move his machinery and stock."

This Mennonite, whose political views have already been quoted, has a son who is the "head man in a bank, but not the manager." Were this father to write home to relatives in Russia the position which his son has won, and the profits of his own agriculture, they would reject it as fiction. America has exceeded his Old World anticipations of it.

This Rosthern farmer had done what is so extremely rare here in going into general farming. He had a vegetable garden in a high state of cultivation, with currants and plums and other small fruits, besides about eight hundred acres under wheat. His family still live in a small one-story house, although his barns are spacious and his barbed-wire boundaries advancing in all directions. He brought out two beautiful rosy-cheeked children, about two and four years of age respectively, clad as neatly and attractively as children would be in any Massachusetts town: "These are my best crop," said the sturdy Mennonite, in half broken English, after he had shown us a farm beautiful in the perfection of its culture, in unconscious parody of the famous utterance of the mother of the Gracchi and showing that the sentiment still exists.

Farms In Saskatchewan

Views Of An Experienced Government Official

Crop Failures There Are Now Practically Unknown Because of Summer-Fallowing —What Can and Cannot Be Grown There —Rain Not Essential—A Prairie Town of 1400 People Which Is Putting In "All Modern Conveniences" and Boasting Automobiles

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Boston Transcript, July 10.

(Special Correspondence of the Transcript.)

Indian Head, Saskatchewan.

"How much land does a farmer need here to make a success?"

"He needs a half-section—320 acres—he can live on a quarter-section, but could not make much money. The extra large farms, of the other hand, do not turn out well; no man should have more land than he can oversee, and if I had three or four sections, I should have a man on each one responsible for its results."

At this point, the visitors were introduced to two typical farmers of the locality, one of whom had come in almost as poor as Job's turkey, living in a shack and enduring the hardships of the pioneer; the other had made a fortune in Ontario lumber, and believing in the possibilities of this region had come in to operate it, with sufficient capital to do the thing right. Mr. Douglas, for this was the farmer's name, came here in 1882, after living twelve years in the United States. He "homesteaded," and built a shack twelve by fourteen feet, buying, eventually, a yoke of oxen, animals which he declares today no man can farm with unless possessed of an unusual degree of Christian patience. He broke thirty acres the first year and gradually increased his tillage, until today he owns 2800 acres of wheat land, half of which is under cultivation. His farm buildings are worth \$10,000.

Mr. Francis, exhibit B, raised 26,000 bushels of wheat last year from 1,000 acres, and sold it at seventy-six cents. He has been here six years, paid \$14,000 for his land to start with, and put in twenty-five horses. His success has been phenomenal.

MIGRATION OF THE YANKEES TO CANADIAN NORTHWEST

**Boom Towns Built by Americans
All Along Lines of the
Railways.**

Battleford, Three Weeks Old

**Canadian Agents Hard at Work Securing
Immigrants from Many of Uncle Sam's
Cities—No room for Teachers, Lawyers
and Men Who Have Failed in the United
States.**

Ansonia (Conn.) Evening Sentinel, July 21, 05.
(Special Correspondence of the Eagle)

North Battleford, Saskatchewan, Canada, July 8.—The American invasion of Canada is no mere figure of speech. It is an actuality, that is encouraged by the federal government and by every other influential element in the Dominion. After traveling for four days through the wide stretches of Manitoba and Saskatchewan, and observing the boom towns scattered along the line of the railroad like milestones, each mushroom settlement having its quota of Yankees, one is prepared to accept the statement that the great northwest of Canada is being built up by Americans.

A FARMERS' PARADISE.

Albany (N. Y.) Journal, July 17.

Development of the Canadian West is going on steadily and with increasing rapidity. Of the 25,000,000 acres of land which the Canadian government gave to the Canadian Pacific Railroad about twenty years ago, the company has less than 11,000,000 acres left, and it is constantly making large sales out of these, mostly to Americans who, having learned farming in the northwestern states recognize the opportunities for the profitable employment of their knowledge of agriculture, and of wheat-raising in particular, upon the fertile soil of the country through which the Canadian Pacific's lines pass.

The company is selling the land comparatively cheap, giving due weight to the obvious fact that the increased business which it will have in a more thickly settled country will be worth far more to it than the additional money which it would receive if it held its land for higher prices.

According to reports, experienced

farmers who settle in western Canada make money quickly. One farmer who turned over 260 acres the first year and sowed wheat, harvested 6,000 bushels and with the proceeds paid for his farm and machinery and then had about \$2,000 left to deposit in a bank. And this is said to be a typical instance.

A land company bought from the Canadian Pacific 1,000,000 acres, disposed of them all to farmers within a year, and made a profit of about a million dollars.

The exploitation of the agricultural resources of the Canadian West is a good thing for the railroad whose prosperity depends upon the prosperity of that section, for the farmers who settle there, and last but not least, for the whole world, which needs a larger supply of wheat to meet the ever increasing demand. And as there is a large demand for United States goods in Canada, the increased purchasing power of the Canadians which must result from the increase in the wealth which is annually taken from their soil must be of benefit to this country's commerce.

WHERE THE C. P. R. RULES

THE ACTIVITIES OF THE GENIAL OCTOPUS OF CANADA

**Hotels, Express, Telegraph and Land Agencies Are a Few of the Most Important—
An Irishman's Perplexity—The Great Irrigation Ditch It Is Building at Calgary—
How It will Increase the Productiveness of that Region**

Boston Transcript, July 12.

(Special Correspondence of the Transcript)

The C. P. R. is an enormous landholder, but so desirous is it to fill its lands with people, instead of waiting for the unearned increment which Henry George tells about, that every device known to the modern real estate promotor to push sales and encourage the small home-seeker, has been employed. An exceedingly small cash payment suffices. Only a low rate of interest is charged on the balance, and the householder may have a long time within which to pay. But this city is the scene of the most audacious enterprise in the way of promoting the sale of land that the continent affords. The tourist is apt to ask why anyone should irrigate land in western Canada when there is such a superabundance of acres sufficiently watered by nature that it will take generations for the demands of population to utilize them all. Why should the C. P. R. spend \$5,000,000 on irrigation works, of a magnitude that suggests the excavation at Panama?

There were several reasons for the investment, but not the least of them was this. No railroad wants a freight traffic which comes all at the same season in the year. The movement of wheat is within certain limitations, such a traffic. Irrigation here, as in the United States, develops a different kind of agriculture, a more intensive use of the soil, and as a result a different line of products. For the present, it is probable that stock raising and the dairy will be the chief

industries of the irrigated areas about here. The experiment is of peculiar interest to the United States, where the government has wisely undertaken the work of reclamation, while here it is conducted strictly as a piece of private enterprise. Eventually, one million acres will be watered, at a cost for the original plant of not to exceed \$6 an acre; the expense of maintenance, for which the C. P. R. will make an annual charge, computed at fifty cents an acre.

GO INTO CANADA TO RAISE WHEAT

**Americans Take Land There Because It Is Cheap and the
Profits are Large**

HUSTLING MEN MAKE MONEY

**One Pays for Farm and Machinery and
Has \$2,000 Left in a Year**

By Gilson Gardner

Chicago Daily Journal, July 10.

WINNIPEG, Manitoba, July 10.—The largest dealer in land in the world is doubtless Fred T. Griffin, in charge of the land department of the Canadian Pacific railroad. The company now has 11,000,000 acres of flat rich wheat land which he is engaged in putting on the market. And his most thriving trade is with people of the United States.

These Canadians the very frank in declaring their purpose to annex the United States—or at least to annex as many as possible of its individual citizens. Mr. Griffin declares that one good wide-awake farmer from the States is, for immediate results, worth four or five of the settlers who come from Europe.

GIGANTIC DITCH DIVIDES CANADA

Great Irrigation Works in the Dominion Attract Much Attention

By H. Gilson Gardner

Chicago Daily Journal, July 18.

CALGARY, Province of Alberta, Canada, July 18.—Just outside of this town is the largest irrigation work on the American continent. By a great ditch, eighteen miles in length and sixty feet in width on the bottom, with ten feet in water depth and having a capacity of 2,000 cubic feet of water a second, the Bow river, which rises in the Rockies, is made to water 300,000 acres of gently sloping grazing land. The first cost of the work is \$1,300,000, and a second project, which is approved, will reclaim a large additional acreage at a cost of \$600,000.

The Calgary irrigation project is 75 per cent completed, and by next fall the first lands will be opened to settlement. The average price will be about \$12 an acre.

Responsible for the Calgary project is its present engineer, William Pierce, who got his idea while on a visit to the United States, and first urged the utilization of the Bow river in 1883. He finally persuaded a Canadian railroad to back the undertaking.

IN THE GREAT NORTHWEST

BY JOHN S. SHRIVER, Staff Correspondent.
Cincinnati Times Star, July 8.

In 1893, Eric Swenson, then living near Fertile, Minn., found himself caught between the upper and the neither millstones of the panic. With his four sons he abandoned his American allegiance, having lost all that he had, and went to Canada. Near Altamont, Manitoba, he homesteaded a quarter section of land for himself and one each of his four sons. The total cost was \$52.20. The next fall he harvested a crop of the best wheat

he had ever seen, and today he is one of the most prosperous farmers in his section.

The foregoing are but a few of the many "good luck" stories told visitors in Canada. The country is possessed by a quality of optimism which would put to shame the optimism of the typical "boomer" in a new American town. Everybody has the craze, and everybody believes that Northwest Canada is to have ultimately as many people as the Mississippi Valley States of the United States, and of as high character and efficiency. And every forward step thus far taken indicates that the belief will in time be realized.

The natural tendency is supplemented by the most carefully organized and most efficient Government Immigration bureau in the world. It carries on its work ceaselessly and methodically in the United States and Europe. Fourteen permanent agencies are maintained in as many cities of the Western Middle States, 8,000 agricultural and rural weekly papers are supplied with advertisements and a rain of attractive "literature" is maintained. The American work is under the immediate supervision of Mr. W. J. White, who has carefully studied his field and made a great success of his work. The whole purpose of the excellent Canadian exhibits at the World's fair is to arouse interest in Canada and stimulate immigration.

Few Americans are aware of the imperial extent of the agricultural region of Western Canada. Although the northern limit of wheat raising extends, in the valley of the Mackenzie river, far up toward the Arctic circle, it is necessary to take only the accessible political subdivisions of Manitoba, Assiniboia, Alberta and Saskatchewan, to perceive the enormous possibilities of agricultural development in Western Canada. These districts have a total land area of 362,707 square miles or 232,132,480 acres—about ten times the area of Ohio. Mr. William Saunders, superintendent of Dominion experiment farms, says

that at least 170,000,000 acres are suited to agriculture. If only 40,000,000 acres of the whole shall be turned to wheat raising, Western Canada will ultimately produce 800,000,000 bushels of wheat, which is somewhat more than the largest wheat crop yet raised in the United States.

The advancement of Western Canada as an agricultural country is bound to have a profound effect on the United States. Already, fear of Canadian competition has caused the farmers of the Northwest to oppose the demand of the merchants and manufacturers of that region for reciprocity with Canada. Planting his wheat on cheap land, yet land that is much more productive of wheat than that of the Northwest, the Canadian farmer will be able to keep on raising wheat at a profit during the next period of depression in price. Even now the American farmer is finding that his high-priced land can be turned to more profitable uses than wheat raising. When wheat again becomes a drug on the market, as it may through the multiplication of the Canadian output, the spring wheat acreage of the Western States will rapidly dwindle. Already the Minneapolis millers are not able to get enough hard spring wheat, and have to fall back on Kansas wheat, and they look with longing eyes on the Canadian grain, between which and them stands a tariff of 25 cents a bushel.

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AMERICAN MIGRATION TO CANADA

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By J. S. Shriver

Cincinnati Times Star, July 11.

While the rapid growth of the wheat crop of Western Canada is primarily due to the increase in population, the increase of the crops stimulates the growth of population. Reports of Western Canada's wealth of golden grain, industriously disseminated by the Canadian government both in the United States and Europe, have attracted what might be called a stampede of immigration to the Canadian prairies. In 1903 about 128,000 newcomers settled in Western Canada, and of these about 50,000 were Americans. Within seven years 175,000 Americans have crossed the line. It seems a strange thing that the United States, which is the destination of far more immigrants than any other

country, should be sending homeseekers into Canada, but such is the fact. We are getting to be an old country. Canada is now the new country of the continent—the last West. While our plains and prairies were filling up with population and the railways were crossing and recrossing them, Western Canada was almost as vacant and unused as it had been for ages. But now that the superficial occupation of the American West has been completed, not only the surplus thousands of Europe, but a portion of our own immigration is deflected to Canada.

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THE CANADIAN NORTHWEST

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Cincinnati Times Star, July 21.

Several years ago we called attention to the period of unusually rapid development which was then just beginning in Canada. Since that time Canada's growth in population and development of resources has gone on with ever-increasing rapidity.

Just now Western Canada is indulging in a boom. Probably our Canadian friends would not like to hear it called by that name, but it is a boom for all that—a phenomenon very similar in many ways to any one of the series of booms which our own great West during the last half of the nineteenth century. There is the same inrush of new settlers; the same wholesale taking up of land; the same roseate description of what the new country will do for those who make it their own. Canada has never had just this sort of a boom before, and is therefore altogether thrilled and delighted at the performance.

Most of our own Western States were developed by a series of booms. When one boom collapsed, many of those who had taken a prominent part in helping it along were badly hurt. One boom followed another, however, and like a number of waves, rising and falling, but each one going a little higher than the one before, the whole lot made the West what it is today.

Things are going so fast in Western Canada just now that it seems not improbable that before long there will be a break and someone will be hurt—financially. The prospects of the wheat fields of Manitoba and her sister provinces-to-be are being pictured in such glowing colors just now that

the class of newcomer who expects to pick money from the trees will inevitably be attracted to this new field. When this person arrives in large numbers in any country, old or new, trouble is very apt to ensue. The Canadians are already speculating rather heavily in land. Presently the game will become too fast, and then all hands will have to stop awhile until another boom begins.

Canada is a great country. The Canadian Northwest, in particular, has great and as yet largely undeveloped resources. Some day it will be as

rich and as prosperous as our own trans-Missouri country. There will be pauses, however, one boom will follow another, and the man who expects to pick gold from the trees will, as usual, be disappointed.

Hard-working, practical farmers will make the Canadian Northwest what it is apparently destined to be—and at the same time they will be making themselves. They are the one class of men to whom the Canadian West holds out unusual prospects at the present time.

Western Canada Rapidly Becoming a Country of Wonders in Agriculture ❀ ❀ ❀ ❀

Denver Post, Sept. 10.

Washington, Sept. 6, 1905.

"Do you know," asked the Winnipeg man of the Washington man, "that Canada is fast coming to be one of the interesting countries of the world, and that it is even now the scene of one of the most marked economic and population movements known to history?" Without stopping long enough to afford the Washington man an opportunity to reply, the man from the North continued, speaking still as an interrogator: "And do you know that Canada is getting ready to supply the world with wheat? That she will soon be shipping quantities of flour to the Orient? That for a distance of 300 miles and more north of the international boundary line there is a climate that is less rigorous than the climate of some of your own Northern states? That the Canadians are preparing to build a railroad from ocean to ocean, the only one to have that distinction? That the plans are already perfected for an all-rail line to Hudson bay from the far interior? That a remarkable revolution is going forward at the very doors of the United States? That, in short, a new empire is coming into birth across the border?"

The major portion of the land in the vicinity of the railroads has passed into private hands, but there are

said to be considerable unappropriated areas in the back districts. Those who for any reason do not desire to comply with the terms of the homestead law find abundant opportunities to purchase raw land at from \$8 to \$15 per acre, and many are availing themselves of this privilege. Improved farm lands range in price from \$20 to \$40 per acre; and we were told at Dauphin that some farms in that vicinity could not be bought for less than \$50 per acre. The price depends, of course, upon location, improvements, fertility of soil and the caprice of the owner.

The average yield of wheat in the western part of Canada is twenty bushels to the acre, but in exceptional instances as much as fifty bushels is secured. Prices average about 75 cents per bushel, and the farm averages about 320 acres in extent. Red fife is the variety of wheat generally preferred, and much of the product is classed as "No. 1 hard," the choicest wheat grown. Last year the crop of the country was 64,000,000 bushels, while for the present year the railroads are preparing their equipment to carry 90,000,000 bushels.

There is now in progress in the country an interesting experiment in winter wheat, if the word experiment may be permitted in connection with an effort which those most concerned consider a demonstrated success. This movement is interesting because of

its possible outcome, which may have a bearing upon the fortunes of our own people. As might be expected Americans are responsible for the winter wheat undertaking, the first trial of it having been made a few years ago by Mormons who had gone into Southern Alberta from Utah and Idaho. There rainfall is limited and the Chinook winds render the climate comparatively mild. The experiment was successful from the beginning, and since that time, as much ground has been sown every year to this cereal as seed could be procured for. Last year the Canadian Pacific Railroad company shipped in from Kansas 25,000 bushels of winter wheat for seed purposes, and the farmers count upon a total crop of not less than a million bushels this year. The original area of production has been much extended, so that now as far north as Calgary and for a considerable distance east one hears much talk about the possibilities of growing winter wheat and the probable results of success in that industry. A great advantage is found in the fact that the winter variety of wheat requires much less summer rain to bring it to maturity than does the wheat sown in the spring. It is also certain of maturity before the earliest frosts.

PEOPLE FLOCK TO WESTERN CANADA

Settlement of Northwest is Marvel
Even to Americans

ALL NATIONALITIES ENTER

Result of American Influence Is
Eagerly Awaited

Large Portion of Settlers From United States
and Many Think They Will Dominate
the New North

Des Moines Reg. & Leader, July 4.
(By Staff Correspondent.)

Prince Albert, Saskatchewan, Canada, July 1.—Western and northwestern Canada is an immense crucible in which, from elements of the most heterogeneous sort a homogeneous people is being formed. The process

is a repetition of that which has been going on for generations to the south of the parallel of 49, though at the rate at which western Canada is now being settled it promises to be in some respects a quicker one than it has been in the United States. Immigrants are pouring into this country by the thousands, and from the motley mass of Yankees, British, eastern Canadians, Russians, Scandinavians, Galicians, French, Hungarians, and others, a thrifty and prosperous body of Canadians is beginning to emerge to constitute the population of what in time will undoubtedly be the second great republic of the world.

It is worth one's while to study these peoples who are now in the interesting stage of being fused from many differing elements into a single one. It is the more interesting to the American, in that he can see a nation here in a stage of transition such as his own country has already passed through. It may be said that immigration is still moving into the United States at a greater rate than into any other country. At the same time the process of moulding the American type has gone far enough so that type is quite well fixed. The Canadian composite that will arise from the various peoples now thronging into the country cannot yet be said to be fixed. That he will be a close approach to the American type as brought forth in the west and northwest of the United States cannot be doubted.

If one seeks to gain an impression of what is taking place in the Canadian west, let him stand at the station of any considerable city or town in Manitoba or near the border of western Canada and watch the long passenger trains of the Canadian Pacific or the Canadian Northern arriving and departing. On these trains, in crowded coaches, one sees new settlers of every type. There are scores of hardy young Americans and Englishmen and Scotchmen and strong, raw-boned chaps from eastern Canada, some on their way to the west and northwest for the first time, others returning to their farms from a trip to Winnipeg or some other important center; there are devout Doukhobors, with their ruddy faced women and numerous children, all jabbering great quantities of consonants which some expert declares to be Russian; there are substantial looking Germans, Galicians, Hungarians, Austrians, and bright looking Scandinavians, who have learned American ways in Min-

nesota or the Dakotas. They are pushing away to those vast reaches of territory that stretch out to incomprehensible distances in the direction of the Canadian Rockies, there to build up homes that will be the counterpart of those developed in the last quarter century in the great west of the United States. John Snure.

EXPERIMENTS IN

CANADIAN FARMING

Government Stations Secure Facts
For Agriculturists

GREAT INDIAN HEAD FARM

Greatest Wheat Shipping Station in
Western Belt

Average Yield Has Been Increased to
Thirty Bushels Per Acre—Early Failures
Almost Tragedies

Des Moines Register & Leader, July 5.

(By a Staff Correspondent.)

Regina, Assiniboia, Canada, July 2.

—Special: The experimental farm for the Northwest Territories, conducted by Supt. Angus McKay, and located at Indian Head, forty-five miles to the east of here on the Canadian Pacific, affords a most interesting index to the possibilities of the southern part of Assiniboia as a farming region. It was the privilege of the representative of The Register and Leader recently to spend several hours on this farm and on the farms of the surrounding country, and it is moderate to say such a visit will well repay the time of any student of conditions in western Canada. About Indian Head the wheat farmer flourishes as he does nowhere else in Canada, and for hundreds of square miles one may drive through fields of spring wheat, many of them covering an entire section each, the like of which can be found in but few parts of the world.

Thirteen large elevators line the tracks of the Canadian Pacific at Indian Head, which is entitled to the distinction of being the point for the largest primary shipments of wheat in the world. About 1,750,000 bushels of wheat is shipped from here annually,

all of it the product of the surrounding farms. Two factors lead in making this possible. In the first place, the region about Indian Head, 100 miles north of the American line, has a most admirable soil for wheat raising. In the second place, the experiment farm under Superintendent McKay has led the way and shown the farmers how to take advantage of the soil's capacity to the fullest extent.

EDMONTON GREAT

TRADING CENTER

Provisional Capital of New Province
of Alberta

TRADERS IN ALL THEIR GLORY

Trappers Come There to Dispose of
Their Furs

Interesting Sight Witnessed When Fur
Packs Are Brought in and Opened
for Inspection

Des Moines Register & Leader, July 9.

(By a Staff Correspondent.)

At present Edmonton has a population of 8,000. It is expected by its citizens that large developments will follow in the next eight or ten years. The Canadian Pacific now reaches here. The Canadian Northern is hurrying its rails to this point. It is built to within about fifty miles and will reach here by fall. The Grand Trunk Pacific will also enter Edmonton when it pushes its line across the continent from the head of Lake Superior to the Pacific coast at Fort Simpson. Though as far north as the southern waters of Hudson bay, it is yet surrounded by a fine farming country, where wheat growing and diversified agriculture flourish. Indeed, when one reaches here he is apt to conclude there is no land so far north that is not amenable to the hand of the farmer. Settlers are going from here to the Peace river country, 400 miles farther north, expecting to farm, and traders who go to the arctic display here photos of potatoes and other vegetables raised on the very edge of the arctic zone.

JOHN SNURE.

THE CANADIANS

Are Pushing Their Country to the
Front Steadily.

IS A REPUBLIC IN FACT

Though Nominally a Dependency of British
Empire—American Tariff Shown Up

Houston (Texas) Daily Post, July 1.

BY C. ARTHUR WILLIAMS.

Montreal, June 25.—(Staff Correspondence.)—"What goes on in Canada is of vast importance to the American people. A million Americans have sent friends or relatives to Canada. Including the first generation, there are 3,000,000 Canadians in the United States. Yet the metropolitan press devotes more attention to the bath of a French 'countess' poodle than it does to the launching of a \$150,000,000 transcontinental railway project at Ottawa."

Thus reads a paragraph in a booklet issued by one of the organizations interested in the upbuilding of Canada. Of course, it was written with a not wholly disinterested purpose—that of attracting attention to Canada and Canadian resources—but the truth it expresses is so striking as to commend itself to every visitor here, and particularly to the one who comes in for the first time. The thing that most impresses one after crossing the border is that a country such as this should be so comparatively unknown to Americans—or rather, to citizens of the United States, since the Canadians have as much right to call themselves Americans as we have. Everything about the Dominion and its people and customs is interesting, if one may judge from this city, the metropolis; yet the people of the United States are much better acquainted with facts concerning European and other distant foreign countries than with the conditions which prevail in this land of their near neighbors here in the North. And, it may be said in passing, the average Canadian is much better equipped in this respect than the average citizen of the United States. Here the people know their own country, and in addition they seem to be thoroughly familiar with the conditions existing in the States.

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Low Prices for Necessities

You get most striking illustrations

of the beauties of the United States tariff here. Today a prominent railroad man showed me a bill from a local tradesman who had provisioned a private car for a trip to the Pacific coast over the Canadian Pacific. The prices for some of the well known commodities struck me so forcibly that I can not refrain from calling attention to them here and thus give consumers in Texas and elsewhere, in the States an opportunity to see for themselves just what the high tariff policy of the republican party means to them. The goods my railroad friend bought for the private car were of the best grades obtainable, yet the bill showed the following extremely low rates:

	Cents.
Ham, per pound	13
Bacon	14
Loin of beef	14
Rib beef	15½

The whole list might be given, but the figures here quoted tell the story. Protectionists would doubtless seek to offset the convincing showing thus made by claiming that, while Canadians pay less for food stuffs, Canadian producers get less for their products. So far as I can ascertain this is not the case. A careful comparison of the existing prices for live stock on the hoof in the biggest Canadian and United States markets show that there is really very little difference. If the price to the producer and the cost to the consumer are considered jointly, it is perfectly obvious that Canadians have by far the better of it.

HOOSIER FARMERS UP IN MANITOBA

Machinery Stamped "Indianapolis"
Is Grinding Wheat in the
Flour Mills.

Great Future For Winnipeg

Irvington Man is Consul There—Story of
James W. Taylor, Who Loved
the Crocus Flower

Indianapolis News, July 6.

[By James P. Hornaday, Staff Correspondent,
The Indianapolis News.]

Winnipeg, Manitoba, Canada, July 6.—We learned from our school books in the United States that a distin-

guished American, while standing on the crest of a Western mountain, observed that he was "listening for the tramp of the coming millions". This is the sentiment that pervades the capital of the province of Manitoba, which has visions by day and by night of future greatness. Thirty years ago it was a trading post of the Hudson Bay Company, with a population of 100. The census taken this month shows a population of 79,000, and the commercial organizations of the city are up in arms because it did not show a round 100,000. It is a modern American city, on the verge of the most extensive prairie country in the world.

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Showing the Goods

These people up here have the boom fever. They also have the goods to show. The city is full of the boom spirit, with all the marks of newness. The people who pour out of the colonial cars daily suggest Ellis Island. They are from all nations. The little children as they are released from the

cars in which they have been packed like sardines, rejoice in the bracing fresh air and the freedom of their new land of promise. The mud in the city streets is a heavy, black loam, which the boomers declare bears testimony to the agricultural resources of the country.

The only question for one who would estimate the future of this country is whether the boom is moving faster than the economic demand for Canadian products warrants. The business men here are very sure that the boom is on a solid foundation. They are very sure that the world needs the Canadian wheat, and they are preparing to supply the demand. A good deal of stress is laid on the fact here that the United States is exporting less wheat than formerly. Importation for the mills of Minneapolis has already become a live political issue in the Western part of the United States as a result of the recent correspondence between Secretary Shaw and Senator Hansbrough over the rebate question.

CANADIAN CITY OWNS ITS OWN UTILITIES

Port William Chased The Bell Telephone People Out of the Field and Runs Its Street Cars---Politics Hasn't Interfered and Is Not Expected To.

By Gilson Gardner.

Los Angeles Record, July 11.

FORT WILLIAM, Ontario, Can., July 11.—This is the one city on the American continent which owns all its public utilities, including its street railway system. And in this place public ownership is an unqualified success.

To jump immediately to results, during the last year the city paid half the taxes with the profits of the street railroad. The snug sum of \$28,000 was written off to that account after paying all operating expenses, and putting by a comfortable amount for the sinking fund. And the people are perfectly content with the service. If they were not they would soon remedy matters by firing the commission.

Fort William and Port Arthur are practically one city of about 13,000 inhabitants, but, like Chicago, divided by a small river. In this double city the people own and operate water,

electric lights, telephone and street car systems. The consequence is that a residence telephone costs \$12 a year, an unlimited business telephone \$24; about \$12 a year gives unlimited electric light service for a residence of six or eight rooms, and the water rate averages about \$8 a year to the ordinary householder.

LESSONS FOR UNCLE SAM IN CANADA'S DEVELOPMENT

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By ARTHUR J. DODGE

Milwaukee Farmer's Sentinel Aug. 17.

The remarkable progress in what is distinctly known as western Canada during the last ten years and the large tide of emigration from the

United States to that region, taken in connection with the admitted awakening of the Canadians to the possibilities of their country, conspire to arouse in the United States an interest in the resources, laws, customs, and general details of the lusty neighbor of the north. And this examination can be made wholly apart from the subject of annexation of Canada to the United States—that is another story. It is well to look into the matter of Canada and her interests and institutions if for no other reason than that less is known about Canada by American people than is known about the states by the people of Canada. Citizens of the United States have long been so intent upon their own affairs that they have paid little attention to the geography, the interests, and the progress of other parts of the world. That fact was illustrated most strikingly during the Spanish-American war, when the people of the United States learned more about the islands of distant seas in months than they had learned during the previous century. Canada compels attention. She is making marked progress and is opening up a section of new lands which have proved and are proving attractive to some of the best farmers in the United States for reasons which it would be well to examine.

Striking Features of Canada

Among the points of interest in Canada which impress the American traveler not one is more impressive than the apparent backwardness of the growth of the country and the development of its natural resources. Another thing is the fact that, considering the wide stretch of country now opened to the settler, and the varied industries of modern times, Canada is much further advanced today, in these respects, and particularly in the utilities for development than were the western regions of the United States when the latter were first invaded by the white man. Today in Canada vast stretches of country are traversed by railways which offer facilities for transportation far superior to those enjoyed in the western states, at a corresponding period of development. In the western states, fifty years ago, wheat sold at the farm for 25 cents a bushel, because of the lack of facilities for conveying the wheat to the consumers in the settled regions of the east.

INTERESTING PHASES OF LIFE IN THE CANADIAN WEST

Relations of Government to Business

By Arthur J. Dodge.

Milwaukee Sunday Sentinel, Aug. 27.

Attention has been called to the close relations existing between the government of the dominion and the commercial and industrial development of the country. One sees the importance of this relation in a more marked degree throughout Canada west than in the older settled provinces of Canada east. It has been shown by brief references to the system of land grant and money aided railroads in the dominion how the government maintained a closer relation to the transportation systems than obtains in the states. It is also noticeable that the railways themselves are engaged in more diversified business enterprises than is known to the railways of the states, and to such an extent does this obtain in the dominion that the observing American is likely to condemn such railway monopoly of business, the term monopoly being loosely employed to indicate what is meant by corporate enterprises which have no real power of monopolizing business except as they have better facilities and do business on a more extensive scale than do private firms or smaller corporations engaged in industrial pursuits exclusively. There are some striking instances of this extensive industrial enterprise by the Canadian railways in the Canadian west to which attention should be called as one of the notable features of life in the dominion. It can be shown that the principal railway of the dominion, and the only transcontinental line up to this time, the Canadian Pacific, engages in many lines of industry.

Another feature of the relation of the government to private business which at once attracts the attention of the observing American is the banking and note issuing institutions of the dominion. While this system prevails throughout the old provinces, the importance of it is more striking

in the new sections, for there the need of circulating medium and quick credits is often more pronounced than it is in the older settled sections where facilities for exchanges are more general and complete. Many efforts have been made in the states to secure legislation in congress providing a system of banking and note issuing somewhat similar to that in use in the dominion.

CANADIAN FAITH IN NEW RAILWAY

Grand Trunk-Pacific Line, an American's Project, Supported By All

**All-Canadian Transcontinental Road Will
Open Vast Domain**

By W. W. Jermanc.

Minneapolis Journal, June 28.

Winnipeg, June 28.—From Montreal to Winnipeg, the Canadian country is predicting that great things will come from the building of the Grand Trunk Pacific railway. Even along the line of the Canadian Pacific road, which stoutly opposed the new enterprise for the reason that it promised to bring into existence a formidable rival for transcontinental business, people believe that the government has never embarked in an enterprise that promises more substantial returns to the country as a whole. Besides which, there is the appeal to patriotism which is made by the idea of a transcontinental line wholly within Canadian territory.

Altogether, the country believes in the new enterprise, and would today, if called upon, indorse the liberal ministry quite as enthusiastically as it did when that ministry brought on the general elections in the fall of 1904, and was returned to office by an unprecedented majority, on the railroad issue.

Winnipeg, Greater Canada's Center

**Influence of Immigration and Language
Welding Western Dominion
for Leadership**

**French of Eastern Provinces Turning to
English as Western Settlers Increase**

Predicts Forty Million

By W. W. Jermanc.

Minneapolis Journal, June 29.

"When I predict that the Dominion of Canada will have 40,000,000 people by the end of the present century, as I do," said D. W. Bole, member of parliament from Winnipeg, this morning. "I am but applying the ratios of western results to eastern expectations which have characterized every movement of the star of empire in its course. You remember in your own country when Daniel Webster objected to expenditures for overland post roads to California because of the worthlessness of the country to be traversed, and the uselessness of opening up communication with it. The heroic Pike, for whom your famous Colorado peak is named, speaks in his letters home of the Rocky mountains as the natural barrier to human settlement in that belt of North America.

"Will you be surprised that I can remember when, in 1869, Alexander Mackenzie, afterward premier, declared that we had in the west, speaking particularly of Manitoba, 3,000,000 acres of land awaiting the plow. Today we have already surveyed 86,000,000 such acres, and the great domain has not been half surveyed. With due allowance for bad lands, etc., it is safe to state that western Canada has 125,000,000 acres awaiting the plow, instead of 3,000,000."

Influence of Americans

"Is there any likelihood that Americans now coming into western Canada will repeat the experience of the Americans who went into Texas, and begin to agitate for a transfer of sovereignty?"

"I hardly think so. They like our government, and while as a matter of sentiment they would undoubtedly pre-

fer their own republican form, they are not here long before they find in our municipal system and in our mounted police system many distinct advantages. It is thirty years since the northwest mounted police system was established, and during that time no serious crime committed has not been run down, certainly not in the twenty-three years that I have lived in the west. This corps is a terror to evildoers. The American settler who takes his family 100 miles from the frontier line, feels absolutely safe. When people get from a government what they want, they are reasonably reconciled to its form."

MILD WINTERS IN NORTHWEST CANADA

Canadians Say Yankees Do Not Give
Their Climate Its Proper Credit

By W. W. Jermanc.

Minneapolis Journal, July 12.

Winnipeg, July 12.—Canadians of the northwest are very tender on the question of climate. They declare that the people of the United States fail to give them proper credit for the comparative mildness of the winters here. The same latitudes on the Canadian Atlantic coast are almost uninhabitable and far beyond the line of possible crop development.

The people of this region call attention to the fact that if there were no mountains to the west of their prairies, those prairies would possess a climate as warm as that of western Europe, in similar latitude.

The Rocky mountains bar the passage of the warm winds from the Pacific ocean, but thru occasional gaps admit rushing currents of warm Pacific air which temper the wintry blast and modify the climate for hundreds of miles east of the mountains. Those warm currents, called chinooks by the natives, make themselves felt as far east as Battleford and Moose Jaw, and at Calgary, near the foot of the mountains, 840 miles west of Winnipeg, there is a mean summer temperature of 58.8, a mean winter temperature of 13, and an average of 37.4 for the year, as compared with a summer average of 66, a winter average of 0.9 below zero, and a mean annual average 33.3 for Winnipeg. And this is

true, despite the fact that Calgary is 3,380 feet above sea level and Winnipeg 760.

Theoretically, 300 feet of altitude means one degree of temperature, for which reason Edmonton, which is far north of Calgary, has a climate almost a duplicate of Calgary's, for it is supplied with warm waves from the Pacific by a mountain pass almost 1,400 feet lower than that which supplies Calgary. The foregoing and many other facts as to climate are told all visitors to this country, and in the face of the official figures these statements must be accepted.

C. P. R. IN MANY LINES OF WORK

Railroad Plays Prominent Part in Purvey-
ing to the Canadian Public

By W. W. Jermanc.

Minneapolis Journal, July 13.

Calgary, Alberta, July 13.—"Who owns this hotel?" asked an Irishman on his arrival at the Frontenac, in Quebec.

"The C. P. R.," was the reply.

He continued his journeys thru Canada, asking who owned the steamboats that he saw crossing Owen sound, the huge grain elevators which towered above Fort William, the stupendous irrigation ditches of Calgary, and the mechanism by which he sent his telegraphic messages and express packages, and in each instance the reply was the same—"the C. P. R." Finally he met some men on the street one day and asked if they would be kind enough to tell him what time it was.

"Do you mean the C. P. R. time?" they asked.

"For hivin's sake," the amazed Irishman asked, "do the C. P. R. be ownin' the very hours of the day in this dumb country."

Widespread Operations

This incident suggests, but does not fully set forth, the extent of the operations allied with the Canadian Pacific Railway company. It owns fourteen hotels along its line and is building two more, a system which proves extremely satisfactory in England, but has not perhaps been a striking suc-

cess in the United States. The C. P. R. constructed its hotels to encourage tourists to use its transportation lines, just as the Swiss government makes railroad rates which will reverse the process, and make business for the country's hotels. But the C. P. R. hotel system has now become profitable independent of the advantages that it brings to the railroad. It also owns and operates its own dining and sleeping cars and an extensive line of refrigerator cars, on the theory that what it pays the Pullman company to do it would pay the C. P. R.

C. P. R. Is Big Landholder

The Canadian Pacific is an enormous landholder, but so desirous is it to fill its lands with people, instead of waiting for the unearned increment that Henry George tells about, that

every device known to the modern real estate promotor to push sales and encourage the small homeseeker, has been utilized. An exceedingly small cash payment suffices. Only a low rate of interest is charged on the balance, and the householder may have as many years as he wants within which to pay.

This city is the scene of the most audacious enterprise in the way of promoting the sale of land that the continent affords. The tourist is apt to ask why anyone should irrigate land in western Canada when there is a superabundance of acres sufficiently watered by nature that it will take generations for the demands of population to utilize them all. Why should the Canadian Pacific railroad spend \$5,000,000 on irrigation works of magnitude that suggests the excavation at Panama?

Canada's Two Big New Provinces And Their Possibilities

New York Tribune, Sept. 17.

The formal recognition of Canada's two new Western provinces—Saskatchewan and Alberta—in the first week of September marks an onward sults of which can be only dimly realized at the present juncture. It is lized at the present juncture. It is less than forty years since the Canadian Confederation was consummated, and only in 1870 did the young Dominion buy out, for \$1,500,000, the Hudson's Bay Company's rights in the vast Northwest, save its privileges as a trading corporation and its proprietorship of 5,000 acres of land round each of its posts, or stations, and one-twentieth of the area in the fertile belt adjoining the international boundary.

The United States glories in its purchase of Alaska for \$7,000,000 in 1867, but that does not represent nearly so remunerative an investment as Canada's acquisition of the mighty Western wilderness for the lesser sum. It is true that both were regarded in those days as being equally impossible of settlement, mere wastes of barren prairie, snow clad for many months, and destitute of natural resources.

Today, however, the world knows

how wrong were these impressions, and regards Western Canada as being destined for a future in no whit inferior to that of the Western States. The tremendous inrush of population from Europe and across the American border is an incident which occasions manifest concern to United States authorities because of the better class of immigrants Canada is obtaining, and though some cherish the hope that this leavening of the Canadian population with an American element will tend to sway the former toward American ideals and bring nearer the day when the Dominion shall be annexed, an impartial study of the situation reveals little evidence of any but a robust spirit of national pride which is far more likely to make the new-comers loyal subjects of the commonwealth wherein they reside and foes of any movement which would involve the extinguishment of Canada's national status and her absorption into the Republic to the south of her.

When it is remembered that the population of Manitoba increased 137 per cent. between 1891 and 1900, and that the boom had then but begun;

that the inrush of American settlers to the Northwest started only after this, and that migration there from Northern Europe and the British Isles has been active only since the new century began, it is not unreasonable to expect a great future for the two provinces now called into being. Sir Wilfrid Laurier estimates a population in each of them of 250,000 at the next census, as against a combined population of 145,000 for the three districts in 1901. That this is not an extravagant estimate will be admitted when it is noted that the total immigration for Canada for the present calendar year alone is expected to reach 200,000, the greater proportion of which will settle in these Western provinces. Growing at such a rate, and with the vast bulk of her productive acreage west of Lake Superior, the day is not far distant when Winnipeg, Regina and Calgary, the capitals of these provinces, will become formidable rivals to Montreal and Toronto and occupy places in the economy of the Dominion approximating those which Chicago and Minneapolis occupy in that of the

Republic.

Winnipeg, as a matter of fact, is now the chief centre of the North American continent, and an official report from Washington sets out that, whereas only 2 per cent of the available wheat area tributary to Winnipeg is under cultivation, if the whole acreage were tilled, with the known unsurpassed fertility of the region and the climatic conditions favorable to the production of the best grades of wheat, it would annually yield a crop more than sufficient for the entire world's consumption from year to year. Another writer estimates that the total imports of wheat and flour into the British Isles in 1903 were equal to 200,000,000 bushels of wheat, and were one-fourth of the wheat lands of the three prairie provinces farmed annually they would yield 800,000,000 bushels, enough to supply the domestic needs of a Canadian population of 42,000,000 (equal to the present population of the British Isles) and to satisfy the import demands of those islands three times over.

Reasons For Rushing to North Anglo-Saxon Desire to Pioneer and to Find Room to Expand

CANADA GETS THE ADVENTUROUS

**Persistent Advertising Succeeds in Drawing
Many Farmers to the Great North-
West, Away from Civilization's
Pressure**

Omaha Daily Bee, June 26.

(From a Staff Correspondent.)

Washington, June 25.—(Special).—Much discussion has been caused by the movement of people of the United States to Canada, but no one has been able to show why there should be a desire on the part of the people of Illinois, Iowa, Nebraska, Minnesota and the Dakotas to cross the border into the far north and become subjects of King Edward of England. That they are removing to a colder latitude is true, and that they are forsaking a republic for a monarchy is theoretically true. But it is not because they are seeking a colder climate or a change of government that they emigrate to Canada. In the Anglo-Saxon composition there is a desire for a change merely for the sake

of changing. It is the same spirit that induced the Danes and Saxons to settle in England; that caused their descendants to move to America, and the early Americans to leave the settlements and move across the Alleghenies. There was a movement from Ohio to the farther west, and within the memory of thousands are other migrations. Wisconsin and Iowa settled the Dakotas, and the east has always furnished adventurous spirits who have always wanted to be on the frontier.

Canada, Its New Growth

**Some of the Facts on Which Great Hopes
are Being Built**

LAST WEST AND THE YOUNG FARMER

**Attractions Offered by the Great North-
west to the Youth of the United States
Who are Looking for Locations**

Omaha Daily Bee, July 1.

(From a Staff Correspondent.)

Sir Wilfrid Laurier, one of the ablest statesmen on the American continent, gave the Canadian a keynote in a speech some time ago, in which

he said that the nineteenth century belonged to the United States, but the twentieth century belonged to Canada. He amplified his remark by explaining that the progress of the United States reached a climax in the nineteenth century; that it had reached its highest point in the latter half of that century. He then went on to predict that the great development of the world in the twentieth century would be in Canada. Laurier is, perhaps, as great a prophet for his people as were some of the statesmen who stood in the halls of the American Congress more than sixty years ago and predicted what great advancement and great development would take place in the Mississippi Valley of the United States. The greatest untilled fertile domain in the world is in Canada. Part of it is developed, but there are millions upon millions of acres of fertile lands yet to be subjected to the plow and which are capable of raising the highest grade of wheat and the most wheat to the acre of any country in the world. Naturally this agricultural development must bring with it a certain amount of manufacturing industry, for agricultural development has always necessitated large business in manufacturing and merchandise.

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With a prosperity that is second only to our own, and second only because of the proportion of the population, with a rapid development never before known in the history of any country, with an increase in the number of manufacturing and mercantile establishments everywhere, with every reason to believe that their present progress and development will continue and increase under greater protection, it is impossible for the Canadians to consider any reciprocal agreement with the United States which would tend to enlarge the markets of this country in Canada. The people do not want it, and the men at the head of the government are of that caliber who will not undertake to kindle a fire which might prove their destruction. They will do all they can to smother all talk of reciprocity, and they will be very careful to take no steps which would meet with such quick opposition as an attempt to lower the tariff rates on products from the United States. Canada is willing to go its own way in a friendly rivalry with the United States, but it is unwilling to give the United States what

it has been so long seeking, an enlarged market for its surplus products.

THE EXODUS FROM THE UNITED STATES

Providence, (R. I.) Journal, Aug 28.

With every current are associated counter currents, in every tide are smaller tides whose contrary flux is obscured by the rush and tumult of the main movement. The daring aeronaut who steered his balloon-ship over New York the other day discovered numberless invisible currents of the air that did not run parallel with the principal flow of the aerial ocean. Just so the notable immigration movement into the United States, which will bring us considerably more than a million foreigners during the present fiscal year, is accompanied by an efflux over our northern boundary line which is expected to carry away fifty thousand Americans before the twelvemonth is out. In a sense, however, this movement is a consistent continuation of the flow of immigration into our Eastern ports. It is a counter current, politically, but it is also the latest manifestation of the perennial desire of those whose agricultural opportunities are limited in the East to seek larger fields if not greener pastures in the ever-beckoning West.

The other day the people of Iowa were surprised and grieved to be told by the census takers that their numbers had declined over fifteen thousand during the last five years. Iowa has always been a prosperous commonwealth and it was with a distinct shock that the announcement of its numerical decadence in a time of general financial contentment was received. But conditions are not all roseate in this great Central Western state. A writer in the current number of Public Opinion, who has been studying the Canadian Northwest at first hand, reports a former Iowa farmer now living in Manitoba as saying: "The boys was growin' up. Our farm down in Ioway was gett'n small and land there was too high-priced for me to buy more. I wanted to keep the boys with me, so I reckoned I'd look around. I found as good land here as back in the old State, and for a tenth the price. We're all here now. It was kin' a hard to leave the Stars and Stripes, but, call it what you will,

it's all America."

Unconsciously this American emigrant touched upon the vital point of the whole matter. The exodus is away from the United States, but into another American community, where the descendants of our New England settlers are becoming the friends and neighbors of the descendants of the Tories of the Revolutionary times who left this country for the eastern Canadian provinces when we broke the bonds that bound us to England. In the new Northwest, throughout a fertile territory that reaches a thousand miles northward from the International border line, another Anglo-Saxon settlement is growing up, to which the new generation of Revolutionary separatists and Tory loyalists alike is contributing. It is a union as happy and significant as the earlier meeting and mingling of the Puritan and Cavalier tides in the population stream of the Middle West. The newest West is outside our national dominion, but it is not beyond our interest and sympathy. Its welfare lies along lines which we can understand and in the development of which we, with our experience in the trans-Mississippi wheat fields and with our trained inventive capacities, can materially assist. In the upbuilding of Saskatchewan and its neighboring provinces the prophetic eye can see the establishment of another great community and that to many of us will seem the important consideration in these days of ambitious schemes of aggrandizement among peoples whose ways are not our ways and whose tongue is not our tongue.

Railway Prospects In Canada

By Gilson Gardner.

Railway Age, July 28.

During the next five years the Canadians expect to increase their railway equipment by the construction of some 7,000 to 10,000 miles of new road. Whether this estimate is below or above what shall prove to be the facts, it is certain that the Dominion is entering upon a period of railroad construction which gives promise of eclipsing anything which that country has yet experienced. Begin-

ning with the new government-backed transcontinental project of the Grand Trunk Pacific, and seconded by the ambitious plans of the Canadian Northern, under the direction of Mackenzie & Mann, and the inevitable growth of the wealthy and assured Canadian Pacific system, the total of railroad construction in Canada, and particularly the great new northwest part of it, is certain to be large.

The main line of the Grand Trunk Pacific, from Moncton, N. B., to Port Simpson, B. C., or some near point, will be 3,500 miles long. It is estimated that 1,000 miles will be added by branches, feeders and switches. The Canadian Pacific is planning to double track its lines from the wheat fields to the lakes at Fort William and Port Arthur. The necessities of the growing traffic will soon compel this. It is also throwing out numerous branches into the new wheat country to be tapped by the Grand Trunk Pacific and the Canadian Northern. The Canadian Northern, that is to say, Mackenzie & Mann, now own 2,000 miles of road, practically all of which has been built during the past seven years. They are pushing construction at the rate of 6 miles a day during the working season, and have plans which reach to Hudson's Bay on the northeast, and permeate all parts of the wheat country of the Saskatchewan Valley and the provinces of Manitoba, Alberta and Assiniboia. It is even hinted that they intend to push out to the Pacific coast. Such, in rough outline, are the principal projects.

The new Grand Trunk Pacific is expected to cost \$150,000,000. The Canadian government undertakes the construction of the eastern section from Moncton to Winnipeg, and lends its credit to the Grand Trunk Railroad Company, which undertakes to build the western section from Winnipeg to the Pacific. Engineers have been in the field for two years, and it is said that the route has been most carefully laid out. Actual work, according to present plans, is to begin in September at Fort William and Port Arthur, from which point a line will be run 220 miles northwest to a point about 230 miles east of Winnipeg, where it will join the main line. It is said that between Winnipeg and the Atlantic the grade will not exceed 16 feet in the mile, and between Winnipeg and the Saskatchewan River it will not exceed 20 feet in the mile. The crossing of the mountains through the Peace River Pass will be made, it is said, on lower gradients than any

other transcontinental railway. Mr. Charles M. Morse is to be the general manager of the road, and Mr. F. H. McGuigan is to be the superintendent and actual builder. President Charles M. Hays, of the Grand Trunk, is more than any other one man responsible for the new transcontinental.

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It is said there is room in western Canada for 50,000 miles of railway. Today there are scarcely more than 5,000 miles. Western Canada contains 400,000 square miles of agricultural country—an area equivalent to five Minnesotas. With the same density of population which Minnesota now has it would contain 10,000,000 people. The movement to settle and develop has begun. The Canadians are quoting the saying of their premier, Sir Wilfrid Laurier, that “if the nineteenth century was the century of the United States, the twentieth century will be the century of Canada.” Also that “Canada is the coming land of the immediate future.” And it is only fair to say that the observations afforded by a 9,000-mile trip through this “newly discovered” country were all calculated to confirm the report that there is something doing to the north of the forty-ninth parallel of latitude.

been gained within five years, and the gain has been practically coincident with the opening up of the Northwest territories. It is one of the great grain centers of the world and confidently expects within a comparatively few years to be the greatest. Last year it handled 53,000,000 bushels of wheat, 17,000,000 more than did Chicago, and second only to Minneapolis. This year Winnipeg, which is the point of grain inspection for the Northwest, looks forward to handling 80,000,000 bushels.

In 1904, to show how this wheat metropolis is growing, the building permits represented a cost of \$9,651,000, greater than any other city of the Dominion, largely exceeding St. Paul, Cincinnati, Buffalo, Detroit and Minneapolis, equal to one-half the similar expenditures in Boston, nearly one-half of those in Philadelphia, about one-fourth of what Chicago spent, and one-eighth of what was spent in New York. It need scarcely be said, therefore, that Winnipeg is a rapidly growing city, full of enterprise and energy, bright and up-to-date in every respect.

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Gateway to the Northwest

Practically at the edge of the prairies, and just beyond that vast extent of almost unbroken forest which stretches west from Ottawa and north of the great lakes, Winnipeg stands at the entrance to the Northwest. Manitoba and the two prospective provinces of Alberta and Saskatchewan, a region 1,200 miles long and 400 miles wide, comprising what is really the last undeveloped wheat-growing section of the world, must always be largely tributary to Winnipeg. In these three great provinces there is a land area of 232,000,000 acres, of which official estimates rate 171,000,000 acres as suitable for cultivation. This is almost four times as many acres as are sown to wheat in the United States. This year there are in this imperial domain of agricultural possibilities but 4,019,000 acres in wheat, an increase of 17 per cent. over last year; 1,423,000 in oats; 433,000 in barley and 34,000 in flax. The rest is virgin soil, awaiting the advent of the settler and the touch of the plow. The sections wherein lie that expanse of fertile lands have now less than 600,000 people. What may be expected of it when it has the population it is able to furnish homes for is something that sets the observer agast. William Saunders, director

WINNIPEG TO BE WORLD'S GRAIN CENTER

Gateway to the Northwest and in Thirty-Five Years Has Grown from Hamlet of 260 Persons to City of Over 80,000

Vast Quantity of Grain Handled

Farming the Chief Industry of Manitoba, Stock-Raising and Dairying Not Being Carried On to Any Extent

Pittsburg (Pa.) Times, July 8.

Winnipeg, Canada, July 4.—Winnipeg, the metropolis of the province of Manitoba and “the gateway to the great Northwest”, has grown in 35 years from a frontier hamlet of 260 people to a magnificent city of over 80,000. Half of this population has

of the Dominion experimental farms, has this to say on the subject:

"The total imports of wheat and flour into Great Britain in 1902 were equivalent to about 200,000,000 bushels of wheat. Were one-fourth of the land estimated to be suitable for cultivation in Manitoba and three provincial territories under crop with wheat annually, and the average production equal to that of Manitoba for the past 10 years, the total crop would be over 812,000,000 bushels. This would be ample to supply the home demand for 30,000,000 of inhabitants (supposing the population of Canada should by that time reach that figure) and meet the present requirements of Great Britain three times over. This estimate deals only with a portion of the West, and leaves the Eastern provinces out of consideration altogether. From this it would seem to be quite possible that Canada may be in a position within a comparatively few years, after supplying all home demands, to furnish Great Britain with all the wheat and flour she requires and leave a surplus for export to other countries."

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Unlimited Possibilities

It will be seen that this statement is based upon the cultivation of but one-fourth of the lands capable of agricultural uses. What the product would be were all this land put under the plow, is something almost beyond prediction, but one of Winnipeg's leading business men, engaged in the grain business, said that an annual yield of 1,800,000,000 bushels is not beyond the bounds of reasonable possibility. Of course, this will not be accomplished in a day, nor in a generation, but when one views the present rate of development in the Canadian Northwest, and which is constantly increasing, he is convinced that 50 years will witness it, and then the problem of furnishing the staff of life to Europe, and to the millions of China and Japan, will have assumed an entirely different aspect, and Canada may be an even greater factor in it than is the United States at the present time. It is rather hard to believe all these things about the Northwest until one has actually visited the sections of which they are told. In a two or three days' trip through Southern Manitoba, a country which 30 years ago was merely unbroken prairie, the Times correspondent had an opportunity to see what has been accom-

plished and note the agricultural richness of the sections visited.

Parts of the valley of the Red River of the North, and the Assiniboine river, and the sections between Crystal City, almost on the North Dakota line, up to Portage la Prairie and thence northwest to Dauphin, were traversed, thus affording an opportunity to witness some of the most fertile regions of the province. To use a Kansas expression, "there isn't a better country lying out-of-doors." Generally level or gently rolling, the country stretches away on each side of the railroad as far as the eye can carry. It is pretty well settled, the farms having very good improvements, and the towns which have sprung up everywhere are usually flourishing, thrifty and well kept. They have more of a home-like air than have many of the Far Western towns of the United States, and, to their credit be it said, are free from the average Western saloons and gambling places. Liquor can be obtained in most of them, but it can only be sold in hotels with at least 12 rooms for the accommodation of guests, and the license laws are rigidly enforced. There is also a kind of local option law in force, which prevents the sale of liquor in districts wherein public sentiment is opposed to it. Churches abound, and there is a good system of common schools. In the building up of these towns laws and order are established from the start, consequently there has been little, if any, of the "wild and woolly West" business in the settling of Manitoba.

IMMIGRATION TO CANADA FROM UNITED STATES

During the Last Seven Years No Less
Than 167,000 People of This Country
Have Taken Homes in the Dominion

EUROPEANS ALSO FLOCKING HERE

Regina, a Rapidly Growing City, to Be-
come the Capital of the New Province of
Saskatchewan After September 1.

Pittsburg (Pa.) Times, July 7.

Regina, Canada, July 6.—Regina is the capital of the Northwest territories and will be the capital of the new

province of Saskatchewan, which is to come into being on September 1. It is a rapidly growing young city, with a population of 7,000, most of it gained within the last four or five years. It is the railroad center between Winnipeg and Calgary, a distance of 840 miles, being 360 miles from the former and 480 from the latter. It is one of the Dominion centers which is feeling the impetus of the wonderful immigration of the past few years.

At one time the immigrants came in here in such numbers that it was impossible for the city to care for them by means of its ordinary facilities, and it had to build quarters wherein they could sleep and take their food. There is now here a building called "Immigration hall," where the newcomers can stay until they have got their locations and are able to look after themselves.

This immigration to Canada is, in a sense, remarkable. In proportion to its population Canada last year received more immigrants than did the United States. Of course the totals seems vastly disproportionate, Canada receiving only 130,330, but when the sources of this immigration are examined it is vastly more satisfactory, from the standpoint of the English-speaking people, than is that human tide from Southern Europe which pours into the United States through the gates of Ellis Island, New York. Of the more than 130,000 immigrants coming here last year, 50,374 came from the United States and 47,171 from Great Britain. Sixty per cent. of this immigration was agricultural in its character, and 75 per cent of it was English-speaking.

There is another feature of the question which is worthy of note, when the future of the Dominion is taken into consideration. During the last seven years no less than 167,000 Americans have settled in Canada. It is estimated that they brought with them, in cash and settlers' effects, \$350 per head, or a total of about \$58,000,000. This cannot be said of the European immigrants, with the exception of those from the British isles, some of whom are bringing with them sums ranging from \$1,000 to \$3,000. Most of the others land here with little but strong arms and willing hearts. They will in time make good citizens and add largely to the wealth of the Dominion, but it will take years before they attain to any high degree of comfort and independence.

CANADA FACES FUTURE WITH HOPES HIGH

Population of Fifty Millions Within The
Next Half Century is Prophecy of
the Dominion's Advocates

Vast Acreage Yet To Be Devel- oped

With Small Portion of the Land Now
Under Cultivation 800,000,000 Bushels
of Wheat Can be Produced
Annually

Pittsburg (Pa.) Times, June 30.

Ottawa, Canada, June 29.—The Dominion of Canada is just now "standing where the brook and river meet." Its long infancy and childhood are ended. Its face is turned toward the future. There is not in the whole world a people filled with higher hopes than those which now animate the people of Canada. Neither is there any spot on earth as yet undeveloped which holds the resources and offers the possibilities possessed by these vast regions, which extend from the northern line of the United States to the frozen solitudes of the pole. Here is, indeed, "a potentiality beyond the dreams of avarice."

Including land and water together Canada has an area of 3,745,574 square miles, or one-sixteenth of the land surface of the globe. It is larger than the United States. While much of this territory is, of course, impossible of settlement and improvement, there are great areas which, for centuries considered unfit for the homes of civilized man, are now known to constitute what must be the wonderful wheat growing and grazing section of the world. In Western Canada alone, there is a wheat growing section of 171,000,000 acres, larger than that of the United States, of which but a little over 5,000,000 acres is under cultivation, and which it is estimated can produce, with but one-fourth of it under crop annually, 800,000,000 bushels of wheat.

These are staggering figures, but that which has already been accom-

plished, and that which is steadily going on, show that there is little of exaggeration in the estimate. Neither, when one remembers the wonderful growth of the West in the United States during the past 40 years, is there wholly unwarranted enthusiasm in the prophecy which says that within the next half century the Dominion of Canada will have a population of 50,000,000. Then will there be another "world power."

REAP FORTUNES IN CANADA'S WHEAT BELT

German Settlers Who Landed in the Dominion With Little Capital, in a Few Years Owned Their Own Farms

Rate of Taxation Surprisingly Low

Saskatchewan Winters Long, but Are Not of the Blizzard-Biting Variety—Snow Lies from Fall Until Spring

Pittsburg (Pa.) Times, July 8.

Saskatoon, Canada, July 7.—From Prince Albert on the north to Battleford on the west and then south to Saskatoon and Medicine Hat, this trip has been through the Saskatchewan valley, covering some of its fairest portions. Of course the journey by no means took in the whole of this great section, which possibly includes 200,000 square miles of country, but it was enough to give a good idea of its resources. A considerable part of this region is accessible by rail, a branch of the Canadian Pacific (running north from Regina to Prince Albert) traversing the heart of it between the north and south arms of the Saskatchewan from Saskatoon to the former place, while the Canadian Northern is almost to Prince Albert, and crosses the valley from east to west by its line to North Battleford, and which is being pushed on to Edmonton.

Prince Albert is one of the old towns, having been a Hudson's Bay post for many years. Its old post yet stands, but the business has been transferred to larger and more modern buildings. It still does a large fur-trading business with the Indians and

trappers to the north, and even has active opposition, a Paris fur company having established headquarters here. Much of the fur bought here comes down the North Saskatchewan, and is then floated farther down the river to the eastern points of shipment. The North Saskatchewan here is a noble river, and a steamboat trip upon its muddy waters forms a pleasant feature of a visit to this old trading point. The country to the north is a timber section, and large quantities of logs are floated down the North Saskatchewan and its tributaries, much of it being sawed here.

Rosthern is a thriving town, right in the wheat belt, and has 1,200 population, having doubled in the last four years. Eight big grain elevators line the track, with a capacity of 500,000 bushels. The wheat fields encircle the town and extend apparently for miles in every direction. There is a large foreign population here, many of them German Mennonites or Russians, as they are called here, from the fact that they were settled in Russia before immigrating to the Dominion. The Times correspondent visited the farm of one of these men, lying a mile from the town. He came here a few years ago with all his effects in a box car. Today he has a section of 640 acres of land, and last year raised 7,000 bushels of wheat. The prevailing price last season was from 50 to 60 cents per bushel. His brother, who lives near, raised 9,000 bushels.

CANADIAN WHEAT RIVALS AMERICAN

Growers There Aim to Provide
England

EXCELLENT OPPORTUNITIES

Person Can Ride Six Days and Still Not
Get Across Fertile Wheat Belt

Washington Times, Aug. 27.

Canada is getting to be a dangerous rival of the United States in the growing of wheat. The aim of the growers there is to furnish all the wheat needed by England.

If they succeed in this, they will take from the United States one

of its best flour markets. Canada produced 80,000,000 bushels of prime wheat last year, and the farmers are talking about a 100,000,000 crop this year. The Dominion now sends half of her wheat to England, and this proportion will increase as the annual production grows in volume.

The farmers of the States have reason to fear their Northern neighbors in the struggle for the privilege of feeding England with its breadstuffs. The wealth of Canada lies in her almost limitless areas in the western provinces, which nature appears to have intended for the raising of wheat.

Figures make dull reading, and those that must be employed in telling of Canada's resources and possibilities in this regard are so large as make it difficult to grasp their real meaning. Westward from the province of Ontario there stretch the wheat fields of Canada.

A person can ride for six days and still not get beyond the broad, never-ending patches of beautiful green, which will soon take on the rich golden color of ripening grain. For fully 1,200 miles in the direction of the Pacific and 400 miles toward the frozen North the wheat belt extends.

THE CANADIAN EMPIRE

Its Vast Wheat Fields Menace American Trade

SETTLING THE FRONTIER

Taking a Lesson From Our Experience in Winning the Great West—Sir Wilfrid Laurier's Comment

Washington Star June 27.

[Special from a Staff Correspondent.]

Montreal, June 24, 1905.

It is a trait of the Yankee to believe in his country and brag about it—perhaps not a bad trait, for it gives him confidence and stimulates him to "make good." But it is not well to overlook the fact that the Yankee has a neighbor on the north, a rather conservative, unassuming person, but with a tremendous amount of latent energy, dogged determination and a magnificent domain with wonderful natural resources.

It is not to be denied that the Canadians are up and after us; with a

Canadian gait to be sure, but it is a gait that never flags and never takes the back track. Besides, you remember the fable of the tortoise and the hare.

"As the nineteenth century was the century of the United States," says Sir Wilfrid Laurier, the premier of the Dominion of Canada, "so we may expect the twentieth century to be the century of Canada." That is the motto of the Canadians and they are living and working up to it every day.

* * * * *

Building Up the Canadian Frontier

Perhaps it suits the Yankee egoism to picture the Canadians as jealous of us. Far from it. They give us credit for being swift and sharp, but they would not swap characteristics. They look with amused scorn upon our hurrying and scurrying. They will chase the dollar as doggedly, but not as feverishly, and they will pause in their chase to take a little refreshment by the way. An automobilist would be put in jail if he ran his infernal machine through their Mount Royal park.

They are building up their empire substantially rather than hastily. Sir Wilfrid Laurier, the premier, reads the Americans a caustic lesson in commenting upon their differences. I quote him verbatim.

"The wonderful development of the United States during the space of scarcely more than one hundred years may well be an incitement to our efforts and our ambition. Yet, to the emulation of such an example there may well be some exception taken; for if it be true that settlement of the western portion of the American Union has been marked by almost phenomenal rapidity, it is also true that every other consideration seems to have been sacrificed to this one consideration of rapid growth.

"Little attention was given up to the last few years to the materials which were introduced into the republic; little regard was paid among the new settlers to the observance of the law; and it is not a slander upon our neighbors—for, indeed, the fact is admitted in their current literature—that frontier civilization was with them a by-word for lawlessness.

"We have proceeded upon different methods. We have been satisfied with slower progress. Our institutions in our own northwest have been developed by gradual stages so as to in-

sure at all times among these new communities law and order and the restraints and safeguards of the highest civilization." N. O. M.

ON THE SASKATCHE- WAN

**Oppressive Heat In the Latitude
of Labrador**

IDEAL FARM COUNTRY

Railway to be Built to Hudson's Bay

**Northwest Territory Will Be Brought From
500 to 1,000 Miles Nearer the Liverpool
Markets**

INVASION OF CANADA

**Americans Settling the North-
west Territory**

TOWNS RAPIDLY SPREAD- ING

**Immigration From the United States
Valued**

**Promotion Work of the Land Companies
Assisted by the Dominion Government**

Washington Star, July 4.

[Special from a Staff Correspondent.]

Battleford, Saskatchewan,

Northwest Territory, June 20, 1905.

This region is the objective of the Yankee invasion of Canada. From all the northwestern states of the federal Union the settlers are pouring into this region at the rate of 40,000 to 50,000 a year. Tempted by the stories of prodigious yields of wheat and by cheap farm lands, also probably by the restless spirit which has rolled the tide of immigration in successive movements from New England to the Rocky mountains, they are reaching out for the north.

Take your map of North America and run your eye across Manitoba, a corner of Alberta and into the heart of Saskatchewan, and you will see a dot marked Battleford. It is only within the last two months that it has had railroad communication with the outside world, but the Canadian Northern road, pushing up 1,000 miles from Lake Superior, is still slapping its rails upon the prairie, 200 miles to the westward.

This is the pioneer country for fair. Plunging along the newly laid track, the cars rolling and pitching like a bay line steamer in a northeast gale, we have traversed for two days a charming country of prairie, woodland and lake. Little stations are springing up along the line, and on every hand we see the eager farmers breaking the new land.

Washington Star, July 6.

[Special From a Staff Correspondent.]

Prince Albert, Saskatchewan,

Northwest Territory, June 30, 1905.

We stood on the high banks of the mighty Saskatchewan river today and saw a couple of flat boats push out into the muddy current and commence a long journey to the Arctic, with provisions for the missionaries and barter for the Indians. They are to float down the river until they come to the headwaters of the Churchill river, which empties into Hudson's bay. When they get to their destination they will break up the boats and sell the lumber for building operations. Six months later the intrepid voyagers will emerge from the wilderness over the ice and snow, with dog sleds and rich store of furs.

This is the "farthest north" for the Washingtonians so far, and today we will trek back to the southward. It is a long way north. Draw a line with the parallel and it will pass through the lower end of Hudson's bay and come out in Labrador to the north of Newfoundland. But the climate here is glorious, and if you get in the sun, outside of the spanking breeze which fans the prairies, the heat is oppressive.

* * * * *

Ideal Farming Country

From Prince Albert, south and west, is an ideal farming country for wheat, cattle and hardy crops. The region is being settled by thrifty Europeans and Yankees. There are a great many Mennonites, from Russia, who comprise a most acceptable class of settlers. At the little town of Rosthern we were driven through a Mennonite settlement only twelve years old, and many of the farmsteads younger than that. The stories that are told of the

rise to prosperity of these people are wondrous. Men who came in there six years ago with nothing but a wagon and team, a couple of plows and enough money to subsist the family for the season, own farms that are worth from \$15,000 to \$30,000.

They start with a homestead of 160 acres, which, in the second season, will produce forty bushels to the acre, worth \$1 a bushel. The women and the boys work in the fields for the first year, while the men get ready cash by working around the towns or on the railroads. Then they buy, buy, buy land with every dollar they can raise. Their homes are comfortable, they have magnificent stock and horses, and money in the bank.

The man who drove me through the settlement came from the south of Russia. He landed in Canada a boy of fourteen, without a dollar, and went to work as a section hand on the railroad. He could not speak English until he was twenty-one, but all the time he was saving his dollars. Then he settled and commenced to farm and trade. Today he owns a fine farm,

just sold out a big-flouring mill, and owns a livery stable with as fine an outfit of horses as I ever saw.

He is not educated himself, but he put his children to school and now his eldest son, still a young man, speaks English perfectly and is assistant manager of the local bank at \$800 a year. And the father says that if he had remained in Russia the boy would have been a peasant "or a tramp."

But the best story I heard was of a couple who came here from the United States. Before they settled they secured a divorce from each other, and each took up a homestead of 160 acres. The woman lives on one homestead with the children and cultivates it, and the old man runs the other. After they have "proved up" their homesteads, within three years, it is assumed that they will remarry and resume housekeeping at the new stand. The Canadian officials have stormed at the plucky people who work this scheme, but cannot dispossess them. How is that for a Yankee trick?

N. O. M.

YANKEE EMIGRANTS

Moving to the Wheat Eldorado in Canada

Washington Star, July 17.

(Special From a Staff Correspondent.)

Coming down from Edmonton we met numerous trains of Yankee emigrants making for the new Eldorado of wheat in northwest Canada. They were from the Dakotas, Minnesota and neighboring states and were moving lock, stock and barrel. Three or four box cars would be utilized for a family's transportation and loaded with the farming implements, household goods and the pots and pans of the farmstead. The live stock would be loaded in another car, accompanied by one of the men who slept contentedly, rolled in his blankets, on a bale of hay. The women folk were shipped in colonist sleeping cars ahead of the movers.

All along the line we found the new homesteaders settling down. First there would be a tent and a cooking stove put up; the cattle staked out and arrangements made to get lumber for the little house that is to shelter them in the winter. Then the land

must be broken for next spring's planting. If these people have the luck that has attended so many of the industrious and frugal settlers of the region, a cozy farm house will, in a few years, replace the tents and shacks and there will be money in the bank.

Wonderland of the Continent

At Calgary, the heart of the grazing country, the visitors found a smart little city and were delightfully entertained with a drive, a banquet and the hospitality of the clubs. Calgary has wide streets, handsome buildings, and all modern conveniences.

American Invasion of Canada

By Jackson Tinker

Public Opinion.

Mr. Tinker has recently returned from a trip through Canada from Montreal to the Pacific Coast. One of the things which impressed him particularly was the rapid filling up of Manitoba and the western provinces generally with settlers from our side of the border. Men, money, and boundless Yankee energy are going into the development of this newest west.

Nature is an attractive sweetheart, and never was there more persistent or venturesome wooer than the Yankee

pioneer. "Where there is money to be made," said a wit, "there you'll find a Yankee." Fifty thousand of them are immigrating into Canada this year, making nearly 200,000 who have found new homes there within the last six years. If, as Canadians boast with pardonable pride, their last "new west," "Prince Rupert's Land of other Days," shall become the "Breadbasket of the World," a Yankee trading stamp should be placed on many a loaf of bread.

Yankee invasion from Uncle Sam's western and northwestern states has become a potent factor in the remarkable agricultural and industrial awakening which Canada in her western provinces is experiencing. On many a homestead in the vast wheat belt stretching northward a thousand miles from the United States boundary, the Yankee settler from Nebraska, Iowa, Kansas, or the Dakotas is at toil, making two blades of wheat grow where none grew before.

Canada's wheat crop this year may approximate 100,000,000 bushels—more than that of our banner wheat state, Kansas. Canadians appreciate "Yankee push." The chief need of the last "new west" is more population. They sing this song out there to the tune of "Mr. Dooley: "'Tis immigration, 'tis immigration, America and Europe send their best. 'Tis immigration, 'tis immigration, 'tis immigration makes the great northwest." The Dominion government has appropriated \$1,000,000 this year to enlist immigrants of a desirable class to take up land in western Canada, and of that amount Canadians admit that \$300,000 will be expended in persuading Yankees to sell their farms in the "states" and settle in Canada's wheat belt, where they can buy much more land for less money. Immigration agents are stationed in most of our large cities and they circulate among our farming population, tempting them with tales of forty-five bushels of wheat to the acre, easy payments, and quick returns. It is estimated that \$100,000,000 of Yankee capital is invested in Canadian enterprises, but those vast western provinces of the northland want more of our men and our money, too. Canadian railroads, as well as the Dominion government, are interested and active in settling the new provinces, for the railroads acquired thousands of acres from the crown before extending their lines into sparsely inhabited sections. They stand to win, both by

the increase of traffic and transportation which the development of the provinces will bring and by selling their land through the agency of subsidiary land companies to permanent settlers.

Police System of Canada is Unexcelled

Eight Hundred Mounted Officers
Scattered Over 400,000 Square
Miles of Territory Keep the
Lawless in Check

WELL TRAINED AND KNOW HOW TO SHOOT

Regina is Headquarters, Where Large Barracks Are Established. Rigorous Discipline for Recruits in the Service

Pittsburgh Times, July 14, '05.

Regina, Canada, July 13.—The Royal Northwestern mounted police, to give them their full title, King Edward having recently by special order prefixed the word "royal" to their former designation, are one of the features of this region, which most strikingly appeals to the visitor. They must certainly be ubiquitous, for, although there are less than 800 of them, scattered over nearly 400,000 square miles of territory extending from the Yukon to the western boundaries of Manitoba, they are almost everywhere in evidence. In every large town and in every settlement you will at some time or other see the red coat of the mounted policeman. As the train rolls over the prairies away in the distance there appears the "solitary horseman," his coat a splotch of scarlet amid the apparently endless green. He is the one great symbol of law and order, and of the authority of the British empire.

* * * * *

These Canadian frontier settlements have one advantage over similar ones in the Far Western United States. Government and law go there with the people, and there is no interregnum of lawlessness while the community is getting into shape and mood to organize itself which have but a shadowy authority so far away from the scene of their enactment. Here the North-

west mounted police exercise authority wherever they may happen to be, and they are generally on the ground among the very first. Notice is at once served upon those disposed, as there always are in frontier communities, to breed disorder, that "it doesn't go here," and the notice is so speedily and effectually carried out, and without the aid of any vigilance committee, that those who are restive under the trammels of the law either settle down to the inevitable or "fold up their tents like the Arab and as silently steal away."

Alberta is Adapted to Winter Wheat

Crop in Southern Section Averages Eighteen Bushels to Acre, While in Calgary Proper the Yield is Twenty-Nine

RAILROAD'S GREAT SYSTEM OF IRRIGATION

Southern Alberta Ranching District of the Northwest, Cattlemen Paying but Two Cents an Acre for Grazing Privileges

Pittsburg Times, July 15.

Calgary, Canada, July 14.—High treason, as defined in Calgary, is the saying, wilfully and with malice aforethought, that Edmonton ought to be the permanent capital of the new province of Alberta. The rivalry between these two little cities, the last of which has been designated as the temporary capital of the province, is as earnest as, to the outsider, it is amusing—unless he has enjoyed the hospitalities of both. Then his position is, to say the least, embarrassing. One thing must be said for the people of Calgary. They have an unbounded faith in their city and the surrounding country, as is evinced by the fact that they have here a population of 12,000, with fine buildings and all the improvements of modern progress, and they are, moreover, what Rip Van Winkle would call "jolly dogs." To join in their merrymaking is an object lesson in the art of genial conviviality.

Although the purpose of this article is to tell the story of cattle-raising in Southern Alberta, it would be incomplete without some reference to its agricultural interests. It is a winter

wheat country, with strong claims to diversified farming. Close to the city the Canadian Pacific railroad, aiming to secure a freight traffic which shall not come all at once and with a rush, has one of the greatest irrigation projects on this continent. It is spending about \$5,000,000 in building a great ditch which, taking water from the Bow river, will irrigate possibly 1,500,000 acres of land, of which 100,000 acres are practically ready for occupation.

Another project is already so far developed as to seem a success, and that is the raising of winter wheat. The Canadian Pacific and several land companies brought thousands of bushels of Red Turkey and other winter varieties from Kansas and sold it to the farmers at cost. It has turned out very well, the average crop throughout Southern Alberta last year being over 18 bushels to the acre, while in the Calgary district proper it averaged nearly 29 bushels. It is estimated that there are 25,000 acres in winter wheat in Southern Alberta today, and the more sanguine are predicting 35 bushels to the acre. If it continues to be demonstrated that winter wheat can be successfully raised in this part of Alberta, it is a most important matter, since it will practically eliminate the semi-arid areas of Canada as non-agricultural sections and make the whole Central West of the Dominion a grain-producing country, and that largely without the aid of irrigation, which system, while most effective, is also costly, and a perpetual charge on the lands under its operations. Winter wheat, having the benefit of the fall start, can be harvested nearly a month sooner than the spring-sown crop, and escapes the danger of late drouths.

In The Country of The Saskatchewan

Thousands of Americans Trek Across the Boundary to the Promised Land

WHAT DOES THE FUTURE HOLD?

The Natives Answer "Prosperity" as They Beckon to the People of The States

[By James P. Hornaday, Staff Correspondent The Indianapolis News]

Indianapolis News, July 10.

PRINCE ALBERT, Saskatchewan, Canada, July 10.—This outpost of

civilization in northwest Canada is 600 miles northwest of Winnipeg. It is a town with a past that runs back into the seventeenth century. Like many of land, it has recently received a lesson the old trading posts of this northwest in American enterprise. "Prominent citizens in carriages," who seem to be the lifeblood of this new land, meet strangers and delight in relating what a great future the town has before it. The town is on the north border of the new wheat lands and is looking forward to the day when it will become the gateway for the commerce that will move toward a Hudson bay outlet. It is expected that the first railroad connection with the bay will touch here and if it does not there is the possibility, the natives tell you, that Americans with money, brains and enterprise, will open a water route from here to Hudson bay.

This route would be down the Saskatchewan river to the falls near its mouth, around the falls into Lake Winnipeg, and from that lake to Hudson bay by way of the Nelson river. The town stretches along the south bank of the Saskatchewan river for nearly three miles.

Halted at the River.

The rush of the white man for new territory has halted at the river. Beyond is the primeval forest, the Indian and the white trader and trapper. To the south of it stretches the Canadian wheat belt, which is drawing so heavily on the northwest population of the United States. Roughly speaking, this wheat country embraces a territory as extensive as the combined areas of Minnesota, Iowa, Nebraska, Wisconsin, Illinois, Ohio and Indiana. Southern Saskatchewan and eastern Assiniboia are the regions, east of Alberta, into which the new settlers are chiefly coming at this time.

The whole of the region along the main line of the Canadian Northern and also on the Prince Albert branch of the Canadian Pacific has been settled within the last three years. The Canadian Northern is building a road from Winnipeg to Edmonton, a stretch of 900 miles through virgin territory. The road is now completed to a point twenty miles beyond Battleford, on the North Saskatchewan river, another old trading point, and formerly the capital of the Northwest Territory.

Oklahoma in her palmiest boom days did not present a scene more pictur-

esque than the one displayed along this new line of railroad between Dauphin and Battleford, a distance of 350 miles. During the months of March and April 500 carloads of the goods and chattels of farmers from the States were received at the various stations along this line. These goods nearly all belonged to men who came up last fall and looked the country over.

Medicine Hat, the Center of Weather

**Town in the Great Northwest,
Widely Advertised by
Uncle Sam**

LEGENDS HANG ON ITS NAME

**Stories Abound in the Country Where
Americans are Wanted and Englishmen
are Laughed at**

[By James P. Hornaday, Staff Correspondent
The Indianapolis News.]

Indianapolis News, July 14.

MEDICINE HAT, Province of Alberta, Canada, July 14.—"Here is where you get your weather," says the conductor as the train pulls into this town. And then the natives take the visitors from the States around the corner and point to a box eight by four feet on the side of the hill where "weather for the States is bred." Medicine Hat gets a conspicuous place on the weather map issued by the United States bureau. The name figures in most of the cold weather reports, but, as a matter of fact, the town is not a weather breeder. It possesses an extremely mild climate in winter in comparison with some these Northwest Territory towns, and does not deserve all the advertisement it receives through Uncle Sam's valuable bureau. It may be remarked incidentally that it gets hot here in summer. Today it was 80 in the shade, and all that was lacking to make it a summer day of the central West was humidity, a commodity with which they are not acquainted up here.

New Provinces in Great Northwest

**Alberta and Saskatchewan Will
Comprise Half Million
Square Miles**

FIGHT FOR THE CAPITAL

**Lively Contest is on Between Edmonton
and Calgary and Regina and Saskatoon**

[By James P. Hornaday, Staff Correspondent
The Indianapolis News]

Indianapolis News, July 21.

CALGARY, Province of Alberta, Canada, July 21.—Western Canada's attention is centered on "autonomy." The people are not talking much else these days. Parliament has voted to establish home rule in the organized portions of the Northwest Territory—the regions now designated on the map as the districts of Saskatchewan, Assiniboia and Alberta—and the unorganized district of Athabaska. The creation of two new provinces will formally take place about September 1.

The new provinces can well be compared to Texas among the States of the Union. Each comprises about 250,000 square miles. Included in them is all of that vast region between the western boundary of Manitoba, projected northward to the sixtieth parallel on the east and to British Columbia on the west, and between the United States on the south and the sixtieth degree of latitude on the north. The dividing line between the two new provinces is the 110th meridian. The new province of Alberta will take in all the old district of Alberta, half of Athabaska and a slice off the districts of Saskatchewan and Assiniboia. The province of Saskatchewan will include nearly half of Athabaska and the most of Assiniboia and Saskatchewan.

The little piece of Saskatchewan and Athabaska that projects over the northern end of Manitoba is to be thrown into an unorganized territory to be known as Keewatin. In the reorganization the districts of Assiniboia and Athabaska entirely disappear from the map.

Wheat Growing in The Northwest

**Dominion of Canada Promises to
Take Rank With the
United States**

PREDICTIONS BY EXPERTS

**Two Hundred Million Bushels Annually is
the Estimate of an Authority on Crops**

[By James P. Hornaday, Staff Correspondent
Indianapolis News]

Indianapolis News, July 26.

LETHBRIDGE, Province of Alberta, Canada, July 26.—The Dominion of Canada has many things to show visitors from the United States, but after all, the possibilities for wheat growing are bringing the country to the attention of the world at this time. H. V. Jones, the recognized wheat crop authority of Minneapolis, estimates that Canada can soon produce annually 200,000,000 bushels of wheat. This may prove a prediction somewhat in advance of the development of the wheat area, but unquestionably the possibilities are great. The new population that is coming into the Dominion is settling almost entirely on the wheat lands. The official figures show that the new settlers arriving the last five years have secured about 5,000,000 acres of free land, and a large per cent. of the newcomers have preferred to secure the best land by buying.

Farmers Shifting in The Northwest

Minnesota, the Dakotas and Iowa
Are Feeling the Exodus
of Canada

VIRGIN SOIL THE ATTRACTION

Movement is on foot to Hold the Wheat
Growers in the States—Census Figures

[By James P Hornaday, Staff Correspondent
The Indianapolis News]

Indianapolis News, Aug. 7.

ST. PAUL, August 7.—Minneapolis the Dakotas, Iowa, Nebraska and one or two other States are feeling the effect of the "trek" of farmers to the wheat lands of Canada, and steps are already being taken to fill the places left vacant by the men who are always charmed by the newest country. Minnesota has just completed a census, which to the surprise of most persons, shows that countries here and there have lost in population since 1900. It is the agricultural counties that are showing the decrease in population, and only one explanation is offered—farmers have been persuaded that they could better their condition by going to Canada.

The complete census figures are not yet available, but they promise to show a 10 per cent. increase for the entire State—an increase that will bring the State's population up close to 2,000,000. The increase is mostly in the cities and towns. Minneapolis and St. Paul each showing a steady and healthy growth.

* * * * *

They Have the Fever.

Of course farmers are not leaving the State of Minnesota because there is anything wrong with the land here. They have caught the Canadian fever and being able to sell out here to their neighbors to good advantage are cross-

ing the international line to buy more acreage for the same amount of money.

In order to counteract the movement of her farmers toward Canada Minnesota last winter created the office of immigration agent, and that officer is now busy with plans to interest farmers in the states to the south in Minnesota farm land. The commercial bodies of Minneapolis and St. Paul have been invited to co-operate in the movement to stem the tide toward the lands across the border, and individuals have been requested to contribute to the cause.

Canadians Aided By Railroads

Projects of Great Magnitude
Planned by Transportation Men
of the Neighboring Do-
minion

Millions of Dollars to be Expended Within
the Next Few Years in the Northwest
Territories

The Times Special Service

Seattle Times, July 4.

FORT WILLIAM, Tuesday, July 4.—At no place in Canada can one gain better than at Fort William a clear impression of the tremendous nature of the projects planned by the railroad builders of this country. Compared with what has been done already in the construction of one great transcontinental line, the projects of the next decade are of startling magnitude. They embrace the completion of another great transcontinental system, the Grand Trunk Pacific, the extension of another great system, the Canadian Northern, to the remote Northwest and the building of many hundreds of miles of branch lines of the Canadian Pacific, which will give a vast expansion to this already vast

system. This leaves out of consideration other railway projects of lesser magnitude, which, in the present awakened condition of Canada, are certain in the next few years to be both numerous and important.

Fort William and Port Arthur are two rival towns of about 7,000 each on Thunder Bay, near the western end of Lake Superior. They are within a few miles of each other, and within a few years may be under one municipal government. These places occupy a place of great strategic importance in that part of the commerce of Canada that consists in the shipment of wheat and other products of the farms of the Canadian Northwest to Eastern Canada, to Europe and to the Great Lake region of the United States, and the shipment of coal and other products from the East to the Northwest.

* * * * *

Expenditures of Millions.

The Canadian Pacific Railroad, in branch lines and double tracking between Fort William and Winnipeg, in reducing curvatures and cutting down grades in the West, will expend not less than \$25,000,000 in the next five years.

It is the assertion of Canadian Pacific officials that their system, potentially at least, is the greatest system on the continent. It now has about 9,000 miles in operation, and is being extended at the rate of 500 miles a year through the West. Its stock is now at a high figure, and it has 12,000,000 acres of land, held at \$5 to \$10 per acre, that is being sold at the rate of 2,000,000 per year. In the United States it controls the Soo line, more than 2,200 miles, and extending at the rate of 300 miles a year. It has great terminal elevators of its own and is going heavily into the coal business to protect its own patrons from private dealers.

This is a new move in railroading, but the officials at the head of the

system have paternal ideas that they are proceeding to carry into effect. The road has even posted in its stations in the West the wholesale prices of lumber f. o. b at the wholesale markets, in order to protect the retail purchasers of lumber that patronize its lines. At present the Canadian Pacific is building a road to Edmonton, 900 miles long, and other important branches are under way.

In addition to the \$150,000,000 that the Grand Trunk Pacific system will cost, the \$25,000,000 that will be laid out on Canadian Northern improvements and extensions, and the \$25,000,000 that will go into new construction on the Canadian Pacific, at least \$50,000,000 more will be expended in the next few years in the construction of various main lines and branches in Eastern Canada. The present railroad mileage of Canada is 19,000 miles. In the next five years it will be increased to almost 30,000 miles.

W. W. JERMANE.

Spend Day With Thomas Daly

Washington Correspondents Visit Pioneer, Who Raises Apples at Most Northern American Railroad Station

Half Million Dollars' Worth of Furs Brought to Edmonton Every Year—Indians are Honest in Alberta

Special Correspondence to The Seattle Sunday Times

Seattle Times, July 9.

EDMONTON, Alberta, Wednesday, July 5.—The apple seemed today to have regained its primeval importance, as row of carriages containing visitors to this most northerly point reached by an American railroad outside of Alaska wended their way to "Daly's farm," several miles out from this flourishing town. Mr. Daly looks to

ward the north. With the exception of the settlement at Athabaska landing, it is said that not 250 persons would be met in going from his place to the Arctic. And yet Mr. Daly is the owner of several apple trees, one of which is preparing to present him a crop of perhaps twenty specimens of the fruit.

Last year Daly's oldest tree bore one apple, the memory of which is perpetuated in a photograph, and its dimensions recorded. Its diameter was nearly three inches. Mr. Daly was asked as to its flavor, and, truthful man that he is, he said that he didn't know," because he gave it to the mayor or somebody else and never had a chance to test its qualities. He was equally at sea regarding the name of the species, because he had lost the tag which came with it, but he meant to write to the nurseryman to find out. He believes apples will be a complete success in this region, saying that a mistake has been made in planting the trees in too rich soil, and that he has been more successful in a foundation containing more clay.

Started with a Dollar.

Thomas Daly is a typical citizen of this great Northwest. He came from Enniskillen, in the north of Ireland. He had been brought up on a farm and reached here twenty years ago

possessed of the not unwieldy sum of \$1. He took up a homestead, but could not break the land without horses and so went to work for other farmers, saving his wages till he could get a team. He then preempted another quarter section for \$2 an acre, on easy time payments. Since that was paid for he has bought 160 acres, of which about half is under cultivation, and he is adding to this area as fast as possible. Oats is the great crop here, and Mr. Daly took the first prize, not only at several Canadian fairs, but at Paris and at Glasgow.

The inside of Mr. Daly's house affords rather interesting pictures of the sturdy pioneer's life in the Northwest. Children's garments were hanging in the front hall. In a parlor opening out of it was a modern piano and a center table piled high with religious books and on the walls were likenesses of Lord Roberts and of some one in clerical garb whose face was not familiar to the visitors. In the living room which opened out of the parlor hung the diplomas which Mr. Daly had won at the agricultural fairs, and on the door a neatly executed placard bearing these words:

"Christ is the Head of This Home, the Unseen Guest at Every Meal and the Silent Listener in Every Conversation."

Winnipeg Moves to the "Front and Center"

More Wheat There Today than in
Minneapolis, Duluth and
Chicago.

The Government Report Fails to
Disturb the Market
Materially.

Flour Shipments Exceed 94,000
Barrels—Wheat Stocks
Gain 700,000 Bu.

Minneapolis Chamber of Commerce, Oct. 10.—
This was the day Winnipeg stepped to the
front and center at the roll call of the primary
markets. For the second time this year she
ran close up to the 1,000-car mark, and for
the first time in history got more wheat in
than Minneapolis, Duluth and Chicago combined.
Her 934 cars represented, to be sure, a two-day
movement. Nevertheless she had that much
wheat in against 650 cars in the three principal
American spring-wheat markets. There was a
storm on at Winnipeg—some dispatches made
it a blizzard—but, while this may cut the
movement, its effect, if any, will not show for
a day or two at least. The big receipts in
Canada started anew the stream of bearish
gossip from above the line. The farmer at
Carbury who got 68 bu an acre, the exporter
in Toronto who can do no business, the Canadian
miller who sees an exportable surplus in Can-
ada of 75,000,000 bu, all had their chance.
There is indeed no getting away from the
main facts about Canada. She undoubtedly has
a great quantity of wheat. Still the markets
do not fall the way they should, to be in
line. Armour appears to retain his bull ground.
Few believe that he has underestimated the
importance of Canada. It is logical to suppose
that he sees an outlet somewhere else.
The accumulation here of 750,000
in three days has caused

RANGE OF WHEAT PRICES IN MINNEAPOLIS

	Open.	High.	Low.	Close.	Close
				Today's	Yes'
Dec...	.81% @ 85	\$.81% @ %	\$.81	.81%	
May...	.84% @ 85	.85% @ %	.84% @ %	.84%	
Minneapolis Oats—		.28%	.28%		
May...	.28%				

THE DAY'S

Minneapolis
Chicago
Duluth
St. Louis
Kansas City
New York ...
Winnipeg ...

This clipping from the Minneapolis
Journal illustrates how well the in-
crease of Wheat Production in Canada
is appreciated in "The States."

